# CYCLE NEWS®

WEST

Volume XVI : Number 28 : July 25, 1979

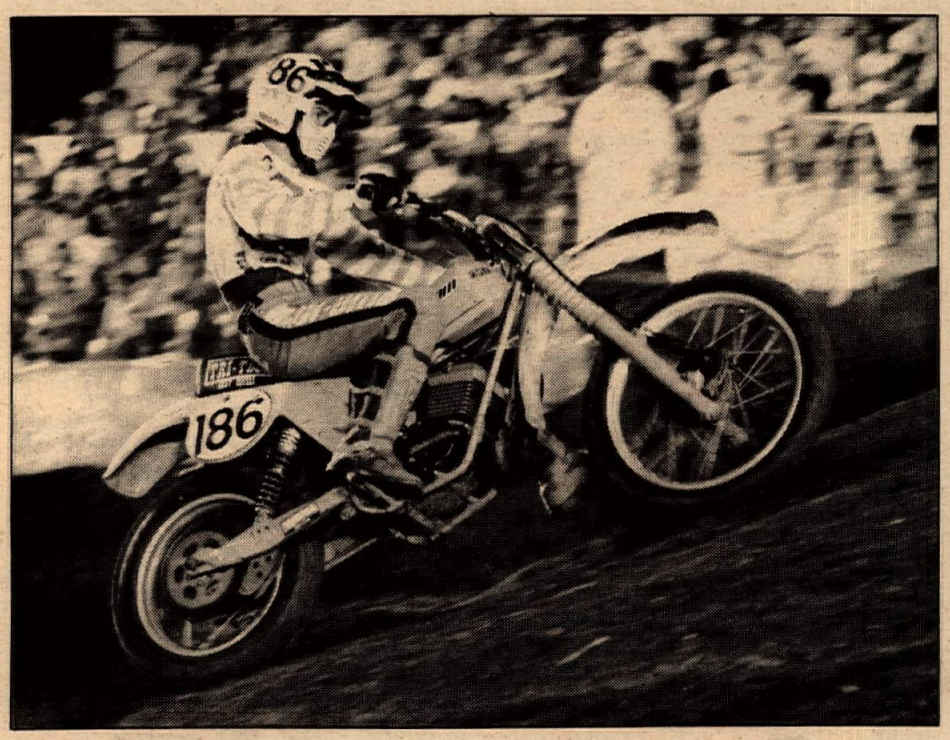
75¢

## Inside look! Honda 500cc GP road racer revealed

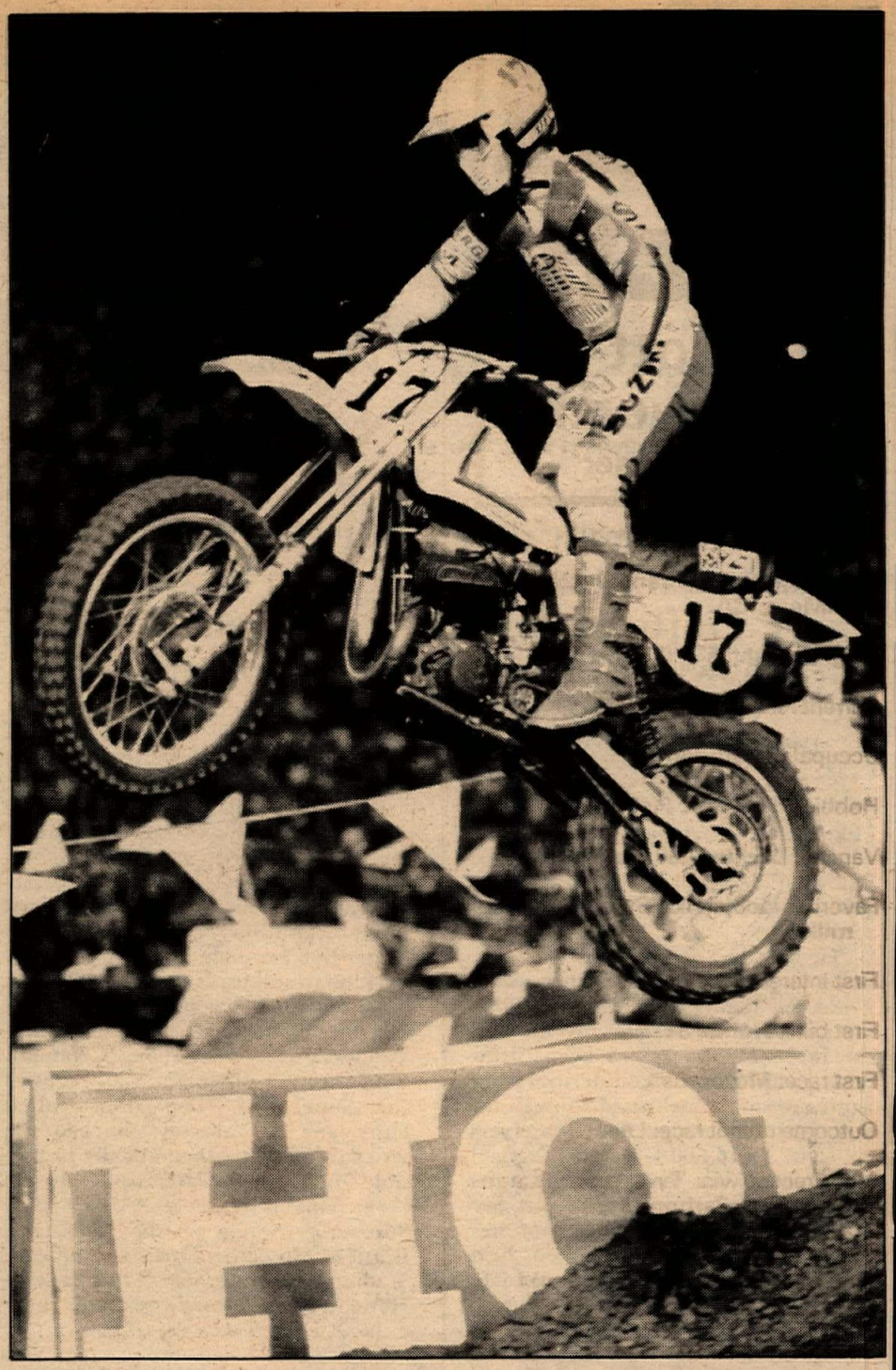
## Superbowl: New winner edges '78 champ

## Sears Point: Roberts' 500 vs. the 750s

NEWSPAPER




(Above) Jeff Ward (26) led the charge before 76,064 fans. (Below) Donnie Hansen scored top privateer honors.




Kent Howerton now leads the Toyota Supercross Triple Crown standings.

banners wrapped up in the rear wheel, and he had to be content with a commendable fourth place.

Mosier and Bell went at it, swapping the lead again and again, until the final lap when the race was decided in a crash behind the L.A. Coliseum's peristyle.

"There was a small berm — too far to the outside to use, really — because someone could pass inside you," Mosier explained later, "But I tried to use it to pass Bell. It was muddy, and I just slipped right over it."

With Mosier down, Bell rode to a secure win which pleased his own special cheering section no end. "My mom brought 100 tickets," Mike said, "and then sold them to all our friends so they'd all be sitting together. She wrote 'em a check for $1,500."

Mosier remounted to finish second. Yamaha's 500cc National Champion Rick Burgett finished third, as Suzuki's Darrell Shultz and Scott Gillman completed the top five transfer positions.

In the first of two semifinals, Bob Hannah led Can-Am's Tony DiStefano to the finish line. In the second semi, Donnie Hansen and John Savitski took the two transfer spots to the final. Yamaha's Rex Staten scored the final berth on the final event starting line by winning the consolation race.

## Final

For the second time that evening, Kawasaki's Teeny Meanie Jeff Ward found the quick line over the backward-falling starting gate and led Barnett, Howerton, Mosier and Jennings through turn one, this time at the start of the money-paying event. Ward held firm as they came around for the completion of lap one, and Barnett kept the leader in striking distance. But Howerton had bobbled, dropping to fifth, and it was Kawasaki's Gaylon Mosier taking his place behind Barnett in third. Jenning moved up to fourth ahead of Howerton, Jimmy Weinert, Mike Bell, Rich Eierstedt and Donnie Hansen. Gary Semics rounded out the top 10.

Mosier began an early sprint for the lead on lap three when he got around Barnett and wedged in behind Ward. The top three were extremely close with fourth place Jennings only a second behind, and he was at the pressure point in a four-way race for fourth with Weinert, Howerton and Bell.

Rex Staten, trying to better his out-of-the-top-10 position, crashed in the whoops just before the finish line and was shaken badly enough to call it quits after receiving attention from track medical attendants.

On lap five, one-quarter through the 20-lap event, Mosier held firm, but Barnett was harassing Ward and trying to take over second place. Bell had gotten past not only Howerton and Weinert but Jennings as well, and the eventual second placer rode in fourth. Marty Tripes, 14th at the completion of lap one, had just broken into the top 10.

On lap six, Tripes suffered a setback when he touched Hansen's rear wheel and dumped the Honda. He remounted quickly losing little time and started charging again.

Lap seven saw Barnett discover the weak spot in Ward's defense and slip his Suzuki past the Kawasaki rider into second place. The order at the end of lap nine had Mosier in the lead with Barnett second. Ward was being challenged by Bell for third, and Howerton held a semi-stable fifth place. Completing the top 10 were Jennings, Hansen, Gibson, Tripes and Weinert.

Bell wasn't willing to settle for fourth, and as they approached the halfway mark, he slipped past Ward into third place. Howerton, too, was thinking about putting together a last-half rally, and he followed Bell past Ward on the next lap.

Mark Barnett and Mike Bell began their tire-rubbing battle just past the halfway flags, and the entire second half of the moto kept spectators on their feet and yelling.

Finally, time ran out. With two laps to go, Barnett decided the time had come to go just a little bit harder, and he put the move on Mosier. As the two wound through the Toyota Tornado, Barnett tucked his wheel inside Mosier and pulled alongside as they shot up the steep incline. Gaylon saw the blur of yellow at this side and tried to close the door, but it was too late. Barnett had the controlling line, and Mosier's front wheel just bounced off as Mark jammed past. The cheering was deafening.

Bell was as determined to win as was Barnett, and he also gave that extra inch of effort, finding a way past Mosier on the last lap. He closed on the Suzuki rider again, and for a moment, it was a Suzuki/Yamaha/Kawasaki race with any marque likely to win.

Bell closed on Barnett again, and the pair pulled a slight lead on Mosier. As they left the last turn on the last lap, both were 100% wide open, and they sailed across the jump/finish line with Bell's front wheel at Barnett's rear!

Mosier kept a secure third ahead of Howerton and Ward. Marty Tripes had worked his way up to take sixth place ahead of Donnie Hansen. Jim Gibson took eighth place. Marty Moates' LOP Yamaha rolled in ninth ahead of 10th placer Jimmy Weinert, a remarkable ride for Moates considering he'd completed lap one in 20th place. ●

## Results

FINAL: 1. Mark Barnett (Suz); 2. Mike Bell (Yam); 3. Gaylon Mosier (Kaw); 4. Kent Howerton (Suz); 5. Jeff Ward (Kaw); 6. Marty Tripes (Hon); 7. Donnie Hansen (C-A); 8. Jim Gibson (Hon); 9. Marty Moates (Yam); 10. Jim Weinert (Kaw); 11. Darrell Shultz (Suz); 12. Rich Eierstedt (C-A); 13. Mark Gregson (Yam); 14. Steve Wise (Hon); 15. Rick Burgett (Yam); 16. Gary Semics (Hon); 17. John Savitski (Yam); 18. Tony DiStefano (C-A); 19. Jeff Jennings (Suz); 20. Jim Ellis (Hon); 21. Scott Gillman (Suz); 23. Danny LaPorte (Suz).

AMA/TOYOTA SUPERCROSS SERIES POINT STANDINGS: 1. Bob Hannah (253); 2. Jim Weinert (195); 3. Mike Bell (190); 4. Steve Wise (175); 5. Marty Tripes (149); 6. Gaylon Mosier (130); 7. Danny LaPote (128); 8. Kent Howerton (123); 9. Warren Reid (122); 10. Gary Semics (109); 11. Marty Smith (97); 12. Darrell Shultz (92); 13. Rick Burgett (83); 14. Tommy Croft (77); 15. Mark Barnett (73); 16. Rex Staten (62); 17. John Savitski (56); 18. Frank Stacy (51); 19. (TIE) Mickey Boone/Scott Gillman (46).

TOYOTA SUPERCROSS TRIPLE CROWN (ATLANTA, L.A., ANAHEIM) AFTER TWO ROUNDS: 1. Kent Howerton (42); 2. Darrell Shultz (35); 3. (TIE) Mark Barnett/Bob Hannah (28); 5. Rick Burgett (27); 6. Mike Bell (25); 7. Jim Weinert (24); 8. (TIE) Gaylon Mosier/Gary Semics (22); 10. Jeff Ward (21).

# Fast Facts

## Scott Burnworth

**Motocrosser**

Name: **Scott Eric Burnworth.**

Date/place of birth: **January 24, 1963/ LaMesa, CA.**

Height/weight: **5'7"/130 lb.**

Current residence: **Jamul, CA.**

Occupation: **Student.**

Hobbies/relaxation: **Fishing.**

Van/car: **Dodge D-50 pickup.**

Favorite food/drink: **Steak, lobster/ milk.**

First interest in bikes: **1972.**

First bike: **Honda SL-70.**

First race: **Motocross.**

Outcome of that race: **Last.**

Most recent win: **Two months ago. Broken collarbone, was out for a while.**

Current racing bike: **125cc Suzuki.**

Sponsor: **U.S. Suzuki.**

Tuner: **Burnie Burnworth — Dad.**

Biggest gripe about racing: **Unorganized clubs, bad track conditions.**

Most respected rivals: **Danny LaPorte, Roger DeCoster.**

Future racing ambitions: **Become U.S. 125cc National Champ.**

Reasons for racing: **Exciting, competitive.**

Additional information: **Have been riding 125s since September, 1978. Before that, 80cc. Became associated with U.S. Suzuki through racing 80s — won NMA's 80cc Championship last year at Ponca City, OK. Will be riding the four remaining AMA 125cc National races in August this year.**

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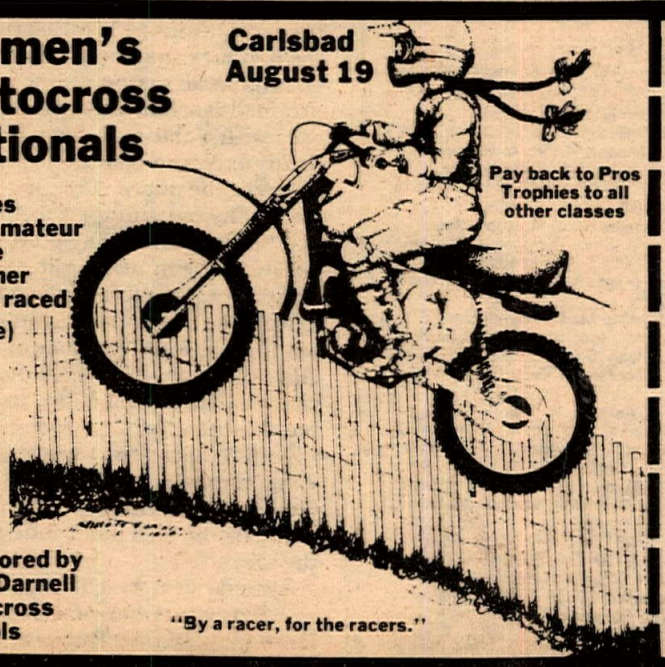
**Carlsbad August 19**



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**World Championship Road Race Series: Round 8**

# Belgian fiasco after stars depart

**By Chris Carter**

FRANCORCHAMPS, BELGIUM, JULY 1

A boycott by the world's top riders reduced the Belgian Grand Prix to little more than an international meeting on Sunday, and left the 100,000 crowd lining the new, shorter Spa Francorchamps circuit simmering on the edge of a riot.

The cause of the riders' decision was the slippery state of the newly laid tarmac, and despite strenuous efforts by the organizers, the surface stayed treacherous.

By Saturday afternoon, the paddock was beginning to thin out as riders decided to leave the circuit following news that the organizers in liaison with the FIM jury had turned down a request to reduce the status of the meeting from world championship to international, with no points at stake.

Others followed that evening, but more evacuated early Sunday morning after an estimated 2000 drunken fans showered the police and the paddock with stones and bottles late Sunday night. Cars were over-turned, a police van set on fire and dozens of straw bales burned.

It was that, coupled with threats from some Wil Hartog supporters that persuaded Boet van Dulmen and Jack Middleburg, two of the few remaining top liners prepared to race, to go.

Fears that violence might erupt again on Sunday afternoon when the fans learnt that the stars had gone, proved groundless, though fighting did break out in sections of the main grandstand soon after the start of the 500cc event.

But the suspicion that something might happen was enough to persuade the organizers to accept a plea from the sidecar entry to bring their race forward from the last race of the day, to third on the programme.

The three-wheeler event, for B2A (conventional) sidecars was the only race worthy of world championship status, and fortunately it was one of the best of the day, too.

At the end of the 18 laps, Rolf Steinhausen (Yamaha) emerged triumphant over reigning sidecar world champion Rolf Biland (Yamaha) to extend his lead in the category over next best, Siegfried Schauzu (Yamaha).

Now Steinhausen, with Briton Kenny Arthur in the chair, is 20 points ahead of Schauzu, who was pushed into fourth place in Sunday's race by impressive Dick Greasley (Yamaha).

It looked as though Biland, who set the fastest time in training would walk away with the race, once he took the lead from early pacemaker Schauzu. But then as Steinhausen, in second spot, began to come under pressure from Werner Schwarze (Yamaha) the gap between this pair and the leader began to shrink.

Steinhausen took command four laps from home, and held on to win by just under five seconds from the Swiss ace. But though the German was happy enough after the race, Biland explained that he had had problems.

"For the first three laps it was good, but then my front tire began to lose grip, particularly on right handers. Then I found the bike was undergeared, I just couldn't match the speed of Rolf's outfit. Then three laps from the finish I started to run short of petrol. I wanted to make an attack at the last corner but it wasn't possible," said Biland.

Third home was Dick Greasley after another sluggish start that robbed him of any chance of catching the leading duo. But Greasley, with John Parkins in the chair looked once again world class.

Out of the running went Werner Schwarzel (Yamaha) five laps from the flag, when battling with Biland and Steinhausen, after his fuel pump failed.

Dennis Ireland (Suzuki) was the man to have the dubious pleasure of winning the 500cc race, his average speed was slower than the sidecars, and the absence of most of the top names in the 500cc class left him with little opposition to beat.

Second place went to Australian Kenny Blake (351 Yamaha) who also set the 500cc lap record, with youngster Gary Lingham (Suzuki) understandably not keen to give up his first ever Grand Prix outing, third home.

Gary, in fact, held second spot for a while till relegated to third by Blake. But he was only six seconds behind the Aussie after the 20 laps.

Kenny's friend, and travelling companion, Chas Mortimer was also pipped at the post in his bid to win a Grand Prix race. Chas was quickest in the 250cc training, and refused point blank to be press-ganged by his fellow competitors into joining the boycott.

Chas led Kawasaki mounted Austrian Edi Stollinger over the line, starting the last lap of the lightweight event, but in the sprint from La Source hairpin the Green Meanie was just a shade faster than Mortimer's Yamaha.

Stollinger won by half a second, the first Austrian GP success since the days of Bertie Schneider and his works Suzukis in the mid sixties.

The 125cc race was another nostalgic occasion. It went to Australian Barry Smith, who was back in Europe for the first time in ten years. Appropriately Barry's last GP win was the 50cc class in the 1969 Belgian GP at Spa Francorchamps.

Smith dropped back from the leading trio for a while, because he thought they were getting a little wild. But then he piled on the pressure to win easily from the unknown Spaniard Marcelino Garcia (Morbidelli).

## Results

50cc: 1. H.V. Kessel (X16); 2. T. Timmer (Bul); 3. R. Kunz (Kre); 4. J. Hutteau (ABF); 5. I. Emmerich (Kre); 6. E. Cereda (Kre); 7. V. Saffiotti (Pau); 8. G. Singer (Kre); 9. R. Oostins (BGS); 10. C. v. dongen (Kre).

1125cc (15 laps, 64.71r miles): 1. B. Smith (Mor); 2. M. Garcia (Mor); 3. M. Vansoest (Mor); 4. P. Herduard (MBA); 5. J.F. Lecureaux (Mor); 6. P. Bordes (Mor); 7. A. Straver (Mor); 8. F. Granon (MBA); 9. Huberts (MBA); 10. R. Renier (MBA).

250cc (18 laps, 77.5 miles): 1. E. Stollinger (Kaw); 2. C. Mortimer (Yam); 3. M. Sayle (Yam); 4. F. Nicolans (Yam); 5. G.M. Gregor (Yam); 6. M. Simeon (Yam); 7. J. Sayle (Yam); 8. J. Lazo (Yam); 9. Y. Matsumoto (Yam); 10. R. van Castern (Yam).

500cc (20 laps 86.3 miles): 1. D. Ireland (Suz); 2. K. Blake (Yam); 3. G. Lingham (Suz); 4. G. Reiner (Suz); 5. H. Devries (Suz); 6. J. Hage (Suz); 7. J. Matagne (Suz); 8. G. Vogt (Suz); 9. G. Cooremans (Suz); 10. D. Heinen (Yam).

Sidecar (18 laps, 77.5 miles): 1. R. Steinhausen/K. Arthur (Yam); 2. R. Biland/K. Waltisperg (Yam); 3. D. Greasley/J. Parkins (Yam); 4. S. Schauzu/L. Puzo (Yam); 5. A. Michel/S. Collins (Yam); 6. M. Boddice/C. Birks (Yam); 7. O. Haller/R. Gundel (Yam); 8. H. Huber/B. Schappacher (Yam); 9. P. Frick/R. Mortier (Yam); 10. W. Ohrmann/E. Schmitz (Yam).

WORLD CHAMPIONSHIP POINT STANDINGS:

1. E. Lazzarini (Italy Kre) 60; 2. R. Blatter (Switzerland Kre) 42; 3. G. Waibel (W. Germany Kre) 31; 4. P. Looyesteyn (Holland UFO) 30; 5. P. Plisson (France ABF) 29; 6. H. Klein (W. Germany) 25.

125cc: 1. A. Nieto (Spain Minarelli) 105; 2. T. Espie (France Motobecane) 48; 3. M. Massmiani (Italy MBA) 37; 4. H. Muller (Switzerland MBA) / W. Koschine (W. Germany Delta Fantic) 25; 6. H. Bartol (Austria Morbidelli)/G. Bender (W. Germany Bender) 24;.

250cc: 1. K. Ballington (S Africa Kaw) 75; 2. G. Hansford (Australia Kaw) 45; 3. G. Rossi (Italy Mor) 40; 4. R. Mamola (USA Yam) 38; 5. W. Villa (Italy Yam) 31; 6. P. Fernandez (France Yam) 25.

500cc: 1. V. Ferrari (Italy Suz) 81; 2. K. Roberts (USA Yam) 75; 3. W. Hartog (Holland Suz) 55; 4. F. Uncini (Italy Suz) 39; 5. B. Sheene (GB Suz) 35; 6. T. Herron (GB Suz) 28.

Sidecars: 1. Steinahusen/Arthur (W. Germany/GB KSA) 52; 2. Schauzu/Puzo (W. Germany Yam) 32; 3. Greasley/Parkins (GB Yam) 28; 4. Biland/Waltisberg (Switzerland) 27; 5. Brodin/Galros (Sweden Yam) 22; 6. Huber/Schappacher (W. Germany) 20.

**World Championship 500cc MX Series: Round 8**

# Noyce nips Lackey

**By Chris Myers**

FARLEIGH CASTLE, WILTSHIRE, ENGLAND, JULY 1

Mobbed by an ecstatic crowd, Great Britain's Graham Noyce mounted the victory rostrum at sunny Farleigh Castle in Wiltshire on Sunday to become first Briton in eleven years to win a Motocross Grand Prix on home ground.

Not since 1968 when Vic Eastwood raced a Husqvarna to victory over the same circuit has a Briton won an overall Grand Prix at home.

"With everyone cheering...pushing me on, I just had to win. What else could I do?" said a jubilant Noyce after his dream victory on a works Honda in front of a record 28,000 crowd who packed the twisty, bumpy and very tricky circuit.

Noyce's tally of a win in the second race plus his runner up spot first time out was his own personal best ever result and now he leads his nearest rival in the world championship, Dutchman Gerrit Wolsink (Suzuki), by 27 points - 162 to 135.

Victor at Farleigh for the last two years, Brad Lackey (Kawasaki) just pipped Noyce for the lead in the first race seconds after the start and went on to the checkered flag to win by just five seconds.

But next time out there was no holding the British champion; again he gated brilliantly to take the number one spot just after the first bend and stay out in front for the next 45 glorious minutes.

Reigning world champion Finn Heikki Mikkola (Yamaha) returned to the grand prix fray at Farleigh after injury had forced him to miss the previous round in West Germany. But the bad luck that has dogged the world champion all season did not let up. He dropped out half way through the first race with a flat rear tire while holding third place and could only manage fifth next time out.

Now he has slumped to fifth in, the title stakes with 88 points, behind Belgium's multi-world champion Roger DeCoster (Suzuki) who has 94.

Mikkola is privately admitting that with four rounds remaining in the championship the chances of him claiming his fourth 500cc title have all but disappeared.

Top British points scorer at Farleigh apart from noyce was Maico man Geoff Mayes who scored with a sixth place in the first race, but crashed in the second.

Official next best Briton at Farleigh was Scot Vic Allan, who managed two tenth places on his Bultaco.

Irishman Laurence Spence (Cotton-EMX) scored his first GP points of the season with a well-deserved eight in the first race but failed to score next time out.

Bob Wright (CCM) struck terrible luck at Farleigh; he crashed twice in the first race, eventually pulling out with a broken clutch lever, and dropped out of the second when the drive chain slipped off and jammed the sprocket.

Frenchman Jean Jacques Bruno (KTM) and West German works Maico man Herbert Schmitz both came out badly after a first-race, first-bend pile-up with Wright and Belgian Ivan Van den Broeck (Maico) and neither rejoined the race.

Swedish veteran Bengt Aberg (Maico) made third on lap one of the first race behind Lackey and Noyce. Fourth was Mikkola, ahead of Belgian works Suzuki man Andre Bromans with Dutchman Gerard Rond (Suzuki) in sixth spot.

Lackey had a two-second advantage on the second lap as he struggled to keep Noyce at bay and Aberg slipped further behind.

Rond, who had crashed in practice and injured his knee, dropped off the leaderboard and retired at the halfway stage.

Aberg tired rapidly in the heat and within a few laps he too had dropped out of the points.

By lap six Lackey had stretched his lead to three seconds but he had to fight every inch of the way to do it. New man in third place was Wolsink, on his way up after starting in ninth.

Lackey and Noyce cleared off from Wolsink, and the rest of the pack. By the seventh lap the Dutchman was 15 seconds down on the leader and having his work cut out to fight off a determined challenge from Vromans. Fifth was Noyce's Honda team mate, Malherbe, ahead of DeCoster. These two battled away for two laps before the Suzuki man slipped past.

Now DeCoster turned his attention to Vromans, tailing him for five laps before his adversary went wide at a tight right hander letting him through.

With the bit between his teeth DeCoster set off after Wolsink and for the remaining few laps these two engaged in a real set-to, that ended when the checkered flag went down and DeCoster had a split second advantage.

The second race was a runaway victory for Noyce who was cheered on everywhere on every lap. Van den Broeck tucked in behind him at the start ahead of Mikkola and Malherbe but as they came round to complete the first lap it was Malherbe in runner-up position from Van den Broeck, Mikkola and DeCoster.

By lap two Noyce had a four second lead on Malherbe. Van den Broeck had slipped to tenth after a spill and DeCoster had made third, passing Mikkola with ease on a downhill stretch.

Bruno went out early on after banging the left foot he injured in Canada.

At the halfway stage the field had spread out behind Noyce; Malherbe was almost six seconds down and racing to win - there are no team orders in the Honda camp.

But the man who was really moving now was Lackey who had gated badly and had now fought his way up to fourth behind DeCoster.

Mikkola was fifth, ahead of Vromans who was slowing with a exhaust and Van den Broeck.

Wolsink was really struggling down in eighth spot, unable to get into the swing of things and disappointed with his performance.

Now the pattern of the race was established and the top six men stayed

in the same position for the remaining 20 minutes.

At the flag Noyce had a full eight second advantage over Malherbe as he crossed the line to victory and a place in the history books. •

**Results**

Overall: 1. G. Noyce (GB, Hon); 2. B. Lackey (USA, Kaw); 3. R. DeCoster (Belgium, Suz); 4. A. Malherbe (Belgium, Hon); 5. A. Vromans (Belgium, Suz); 6. G. Wolsink (Holland, Suz); 7. H. Mikkola (Finland, Yam); 8. I. Van de Broeck (Belgium, Mai); 9. G. Mayes (GB, Mai); 10. L. Spence (Ireland, Cotton EMX).

First moto: 1. Lackey; 2. Noyce; 3. DeCoster; 4. Wolsink; 5. Vromans; 6. Malherbe; 7. Mayes; 8. Spence; 9. Van den Broeck; 10. Allan.

Second moto: 1. Noyce; 2. Malherbe; 3. DeCoster; 4. Lackey; 5. Mikkola; 6. Vromans; 7. Van den Broeck; 8. Wolsink; 9. Beamish; 10. Allan.

World Championship Point Standings: 1. Noyce 162 points; 2. Wolsink, 135; 3. Lackey, 129; 4. DeCoster, 94; 5. Malherbe, 92; 6. Mikkola, 88; 7. J-J Bruno (France, KTM) 71; 8. V. Romans, 55; 9. Van den Broeck, 49; 10.G. Rond (Holland, Suz) 39.

## World Championship 250cc MX Series: Round 9

# Van der Ven wins his first ever GP

HYVINKAA, FINLAND, JULY 1

The young Dutchman, Van der Ven took his first ever Grand Prix win and a third place in Finland.

After Britain's Neil Hudson dropped out with mechanical problems during the first leg and with current points leader Swede Hakan Carlqvist laid up with injuries, the Dutch Maico rider tore into the lead chased by Russian KTM rider Viktor Kavinov who eventually took second place West German Rolf Deiffenbach did well throughout and was placed third in the first leg.

There were anxious moments in the first leg when Carlqvist went right over the handlebars of his Husqvarna and landed fully on his head, but after doctors examined him, he went out and managed a few laps in the second race but retired feeling groggy.

Britons Rob Hooper and Vaughan Semmens, riding Maicos, had their best rides of the season, both scoring a pair of sevens and nines in both legs. Reigning champion, Russian Gennady Moiseev, had a bad day and could only manage an eighth and fifth place on his KTM, which will disappoint his sponsors who already have a strained relationship with both the Soviet riders.

With the points leader out of the race, Neil Hudson was back on form for the second leg and won it with ease, adding another 15 points to his total. There are still another three rounds to go, but if Hudson can just keep on his steady keel, he looks certain to take runner-up spot in this increasingly popular class. • •

**Results**

Overall: 1. K. Van der Ven (Holland, Maico); 2. V. Kavinov (USSR, KTM); 3. N. Hudson (GB, Maico); 4. R. Dieffenbach (W. Germany, Kaw); 5. G. Moiseev (USSR, KTM)/M. Nyberg (Denmark, KTM); 6. G. Jobe (Belgium, Suz); 7. R. Hooper (GB, Mai)/V. Semmens (GB, Mai); 8. R. Boven (Belgium, Hus)/T. Suzuki (Japan, Suz); 9. T. Olsen (Sweden, Mai).
10. A. Remos (Finland, Suz).

First leg: 1. Van der Ven; 2. Kavinov; 3. Dieffenbach; 4. Jobe; 5. J. Falta (Czechoslovakia, CZ); 6. Noven; 7. Hooper; 8. Moiseev; 9. Semmens; 10. Nyberg.

Second leg: 1. Hudson; 2. Kavinov; 3. Van der Ven; 4. Nyberg; 5. Moiseev; 6. Suzuki; 7. Semmens; 8. Olsson; 9. Hooper; 10. Remes.

World Championship Point Standings: 1. Carlqvist 208; 2. Hudson 154; 3. Kavinov 112; 4. Dieffenbach 89; 5. Moiseev 80; 6. Van der Ven 72; 7. Jobe 63; 8. Valta 48; 9. J-C Laquaye (Belgium, SWM) 44; 10. J. Van Belthoven 43.

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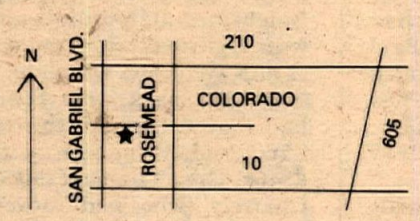


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# Desert Hotline

Ed Zarp shows the latest in summer fashions in the desert.

Charlie Hamill took the "C" bike honors, finishing fifth overall.

## Donkeys D-37 hare scrambles to Balentine

**By Joyce May**

LUCERNE VALLEY, CA, JULY 8

With the lead in his possession for only the last few miles of the Desert Donkeys AMA D-37 hare scrambles, KTM's Bob Balentine outlasted all of his competition and passed the checkered flag first.

The Desert Donkeys M.C. had anticipated the typical July heat and so laid out a 43-mile loop that was "fast and easy," according to them, at least. They had also decided to up the starting time to 8 a.m. instead of the usual summer start at 9, but this fact had been omitted on all but their poster ads.

This was the closest race to the Fourth of July, so the sponsoring club provided a short but neat fireworks display from the hilltop above camp on Saturday night, whih was enjoyed by everyone, with additional miscellaneous rockets being sent up from other clubs in attendance throughout the valley.

Racers were still coming into the pits at 8, so the club delayed the start until 8:30. The ambulance was *on time,* for a change.

The turnout was good for a summer race — there were over 260 entered, with over 30 signed up in the new Veterans class.

The wild Amateur from Hesperia, Eric MacCracken, had the lead at the bomb and wasn't about to relinquish it.

Bruce Ogilvie was back out on the racing scene more serious than ever. His shoulder was feeling strong again and he was ready! Bruce was right behind Eric.

In the third spot was "Hard Luck Chuck" Miller, who has been plagued with much more than his share of bad breaks.

Balentine, Ed Zarp and Jeff Matthews were next, followed by Brad Henson, Lee Scheffers, and the first rider of the nw Veterans class, #V646.

Charlie Hamill was the first "C" bike through, while Ron Bebo held the Senior lead.

Both Cliff Thomas and Kevin Hopkins were out for the Trailbike win and a neck and neck battle was brewing.

Doug Beisner was the second Amateur (first 250cc) with Chuck Hermansen (250cc) not far behind. Steve Priestly was the second Heavyweight Amateur.

Amateur C biker Mike Smith had the lead in his class, but speedy Paul Krause was very close and almost breathing down his neck. Wiley Vaugh was the first Senior Amateur, while Richard Chase had the lead Veteran Amateur's spot.

The Novices had a good battle going for the class lead between Tim Burley (250cc), Danny Drew (Open), #516x and Dave Chumney (C).

By the time the leaders had reached the midway mark on the first loop, Ogilvie had overpowered MacCracken and was in the lead. Miller had already dropped out of the race, with four more Heavyweights — Balentine, Zarp, Scheffers and Matthews — in close pursuit of the leaders.

As the two leaders crested the hill above the pits, it was McCracken who had the point position with Ogilvie staying right on his tail. A breather behind these two was Balentine.

A distance back was Scheffers, Zarpa and Doug Winchell, who had moved up through the ranks from 12th.

For the Beginners and Novice Trailbikes, the crest of the hill meant the end of the race for them. Kerry Schmidt (Open) took the overall one-looper win. Number 541x earned second overall, first 250cc honors, while #V608x took the Veteran Beginner honors. Number 108T was first Trail and #80V was the first gal to take the checkered.

Out on the second loop, MacCracken had gotten a flat and could no longer keep the breakneck pace, so he dropped out. Now the battle raged between Ogilvie and Balentine. Balentine was going to wear Ogilvie down as much as possible as he stayed right with him.

A ways back were Scheffers (who had moved into the third spot now), Zarp and Winchell, with Hamill, #546x, Greg Thomas (250cc) and Gary Charters (who had moved into the Senior lead) close behind.

The loop was a long one, with many riders running out of gas, but for the leaders, the only problem was getting around the Novices and Beginners still on their first lap.

Balentine waited until about five miles from the finish to make his final try to take over the lead. He took the point, but not without a fight. Ogilvie stayed close all the way into the finish, but just couldn't get past Balentine in the large whoop-de-doos that led to the finish.

Scheffers earned the third spot, while Winchell, aboard an ancient (1977) Bultaco, did the impossible (but obviously, not impossible for Doug) and moved into fourth overall.

Hamill, once again back in top shape, was the first C bike past the checkered. Number 546x earned the first 250cc spot with Thomas finishing seventh overall, second 250cc.

Charters once again proved that age has no bearing on how fast one can ride, as he finished eighth overall, first Senior on his 125cc Suzuki. First Veteran honors went to #V612x in the 12th overall spot, but there were two other Vets, #V609x and Alex Long, threatening close behind.

Art Knapp was the second overall Senior to finish, first Heavyweight.

In the C bike competition, behind Hamill it was Steve Zollinger followed closely by Steve Webb.

First Trailbike honors went to Jeff Robbins. Both Hopkins and Thomas had broken and were out of competition.

Lori Farmer was the first pretty face past the checkered.

The next D-37 desert race will be the Shamrocks Dual European Scrambles on the last weekend of July (a two-day affair) in Fremont Valley.

# National Papers

*(Continued from page 4)*

been going so slow and been torn up so much as the number one job from Milwaukee.

Talked with Jay the day after Castle Rock and he was saying that only a muscle in his left arm was hurting and he would be ready to again go after Eklund in what has now become an annual late season charge.

Eklund has won every National TT except Castle Rock and Ascot and will be tough to beat. He has a point run on Springsteen but never quite seems to get far enough in front to make it look secure. A big win at Ascot for Steve and another night of hard luck for Jay would just about give him that first-ever cushion in the standings.

Alex "Jorgy" Jorgensen will be back for his first National event since getting hurt at Houston in February. Jorgy won Ascot last year and has been running a few non-money fun events in the Stockton area of late.

Hank Scott says it may be true that Jorgy has the oldest machine entered in the Ascot race (the BSA twin) but he surely has the second oldest with some of the parts on his Triumph dating back to 1963! This puts brother Gary on the third oldest in the line-up, but on the same bike that has won the event numerous times in the past.

With the coming of the TT at Ascot it also means the night-before Friday "Gardena Gold Cup" half mile for Novice, Junior and Expert riders. It's the last half mile before the final National oval race at Ascot the end of September.

So once again it is the only time of the year when fans can take in a half mile and a TT at the same track within 24 hours.

A side note in TT happenings: The night after the Castle Rock National they ran the annual Regional TT at the Sidewinders track in Portland. Yes, Brad Hurst was the guy to beat.

Brad put his Triumph on the pole for the 25 lap final and led all the way – to the final five yards. Then Randy Scott caught, passed, and won by two feet! It happened that Hurst looked over the wrong shoulder, but a first and a second was still the largest twin payoff for the rider that has become the newest AMA National winner.

You can expect to see several 500cc singles at Ascot. Hocking looked good on his at Castle Rock; rookie John Wincewicz looked equally good. Another 500cc was on the pole in the National final up north but the young man riding it was short on wheel to wheel experience. But a 500cc still, for the record, was the fastest in the heat races.

Ascot is longer and faster and it will be the ultimate test for the smaller one-piston machines that may be taking over the racing season soon. Yamaha now has more than one 500cc single racing around under semi-secret wraps. ●

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**Jimmy Ellis:** Two-time Superbowl champion; 1978 winner Toyota Tower Jump; New England champion in 100cc, 250cc, and 500cc classes; in 1978, 1st American to win Grand Prix event in U.S.

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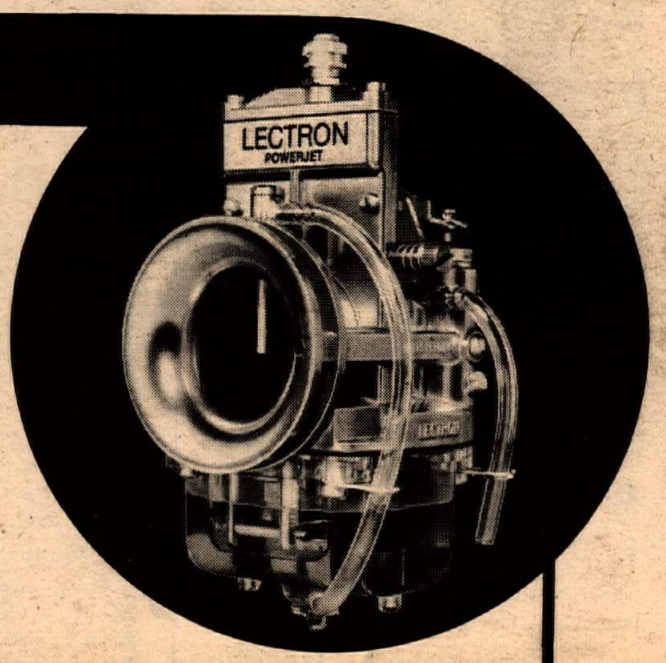


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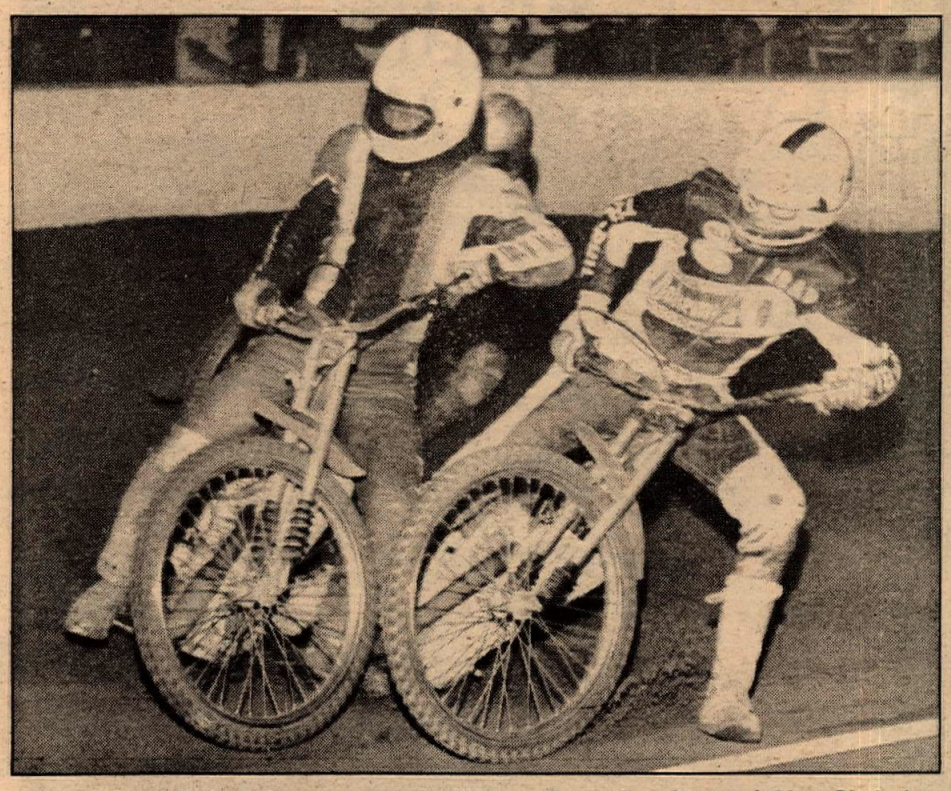
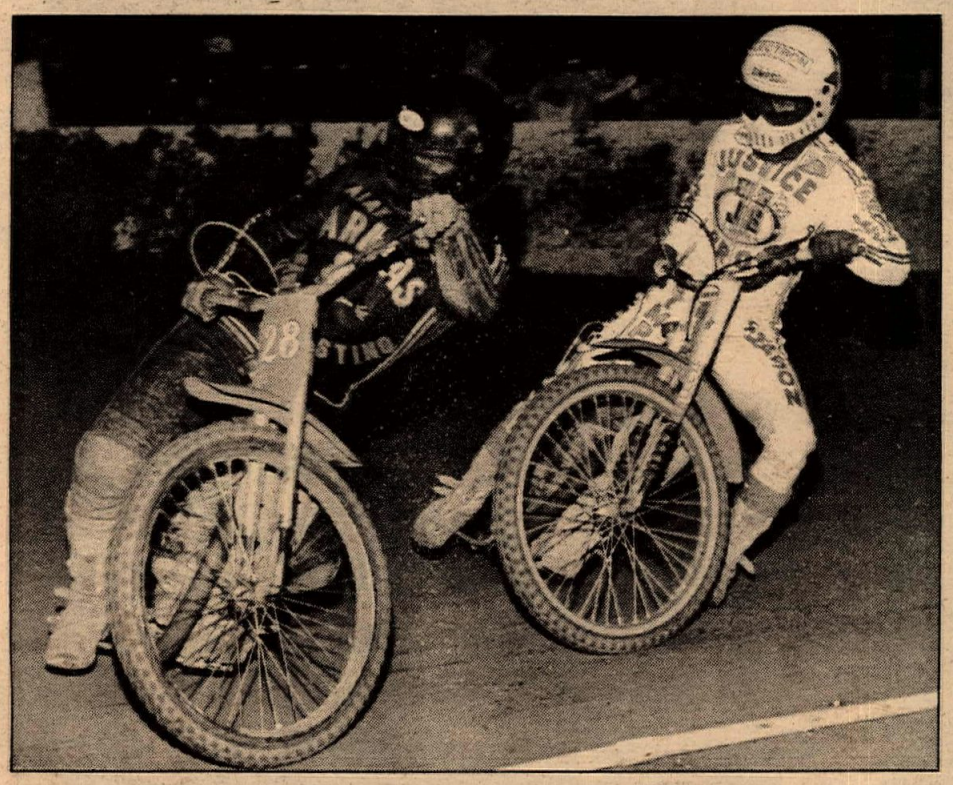
# SPEEDWAY WEEK





(Above) Brad Oxley gives Dan McNeill a gentle nudge. (Below) Alan Christian has beat Mike Bast in 70% of their meetings. (Bottom left) Costa Mesa Handicap winner Shawn McConnell. (Bottom right) Fair Derby winner Christian.

## Christian's scratch at San Berdoo

### By Dennis Greene

SAN BERNARDINO, CA, JULY 11

As of July 5, Mike Bast was high-point man in both Handicap and Scratch racing, with Gene Woods, Alan Christian and Jim Fishback running second, third and fourth in both events. In Scratch racing, Woods and Christian were tied at 73½ points to Mike's 89½ points.

Alan Christian moved into a strong second place after taking the Scratch Main event Wednesday night at San Bernardino. Woods did not make it into that Main event.

Alan again beat Bast in the Scratch Main event. In fact, Alan has finished in front of Mike seven times in the 10 times they have met in the Scratch Main event, with Mike only beating Alan three times. Both have been in many more mains than that this season, but both in the same main has only happened 10 times. Mike has won 13 Scratch Mains to Alan's eight.

Louis Lindwall got a late start on the race season, but is making up for lost time with his first Handicap Main event win. He had a slight advantage, starting on the 10-yard line and was hard pressed to stay ahead of Dan McNeill.

Make it four in the record book for Keith Larsen. He took the Division Two Handicap Main event. Keith is looking for a full-time ride in Division One. He is now in a tie with Dave Miller at four wins. Shawn McConnell, Keith Chrisco and Jeff Carmello each have won three Main Events.

This should put them at the top of the list when it comes time to move new riders into Division One, but there are hidden factors that, up until now, have never come out. Your riding skill, style, safety, overall looks and attitude come into play. So what some of the riders are having laid down on them is that it's not good enough just to outride the other guys, you've got to be a nice guy and a well-dressed sheep. You should by no means be an individualist, so I guess guys like A.J. Foyt, Leon Spinks, Mickey Thompson, Parnelli Jones, Bobby Orr, Reggie Jackson and hundreds of other sports greats just could not have cut it in Speedway. It's funny that every other motor racing sport in the world has a long list of superstars who were nonconformists, not part of the cookie mold. People who were and are the very backbone of their sport and by far the ones the paying public come out to see.

Division Three wint to Kris Remsgar on a JAP.

## Moran the man at Ascot

### By Dennis Greene

GARDENA, CA, JULY 12

Bast is back after a short layoff at Ascot, but he didn't forget his way to the winners' circle. He ran away with the Scratch Main event, with Frank Adamo lost in the dust and dark behind him.

The dust and dark was the crux of a special riders' meeting held at halftime. It was pointed out by the National Champ that nothing has really changed at Ascot for the speedway show. He asked why the AMA does not have anyone there to hear the riders' grievences. He pointed out that the race track is still too dark, too dusty, too wet, too rough and on and on. He asked for a riders' walkout and that's where he lost their attention.

Not all the riders think that the track is all that bad or that it should be set up just the way Mike wants it so he can win. Ascot has been making changes for the better. They did put in some special safety lights way back last season in turn three and four and told the riders new lights were on their way. The safety lights are still there and one new light pole with some great lights has been added to the back straightaway, but the light has not helped in the turns. Bruce Flanders, the Voice of Speedway at Ascot, just last week told the riders and race fans the good news that the lights are on their way.

In defense of the guys who prepare the track, I know for a fact that they have done everything that any rider has taken time to tell the promoter he thinks should be done to make the racing surface more like a speedway track.

Ascot is made up mostly of clay, and that's what makes it the best place in the country to see a car race and that's where the big money comes from, the life blood of any race track. No one should ask anyone to rob Peter to pay Paul. I really do not think that any rider really thinks that Ascot would put in a surface of rock dust and granite for them to race on one night a week and let five nights of auto racing go down the tubes.

After watching in amazement, the ride of Shawn Moran in the Handicap Main event, aboard the Collins Rocket tuned by George Wenn, I now know why he was nicknamed "The Miracleworker" by Bruce Flanders.

Starting dead last, Moran picked off riders one by one, high on the outside just brushing the crash wall and then down low with his front wheel right on the chalk line. He won the Handicap Main event with new and upcoming John Cook pushing hard into second place.

Jim Lawson, like so many others is making a name for himself in speedway at Ascot. Lawson won the Division Two Main. Unlike some of the so-called superstars of the sport, Lawson and a very large number of upcoming riders are not afraid to go fast, and they wonder why some of the First Division riders, so-called professionals, stay home in front of the boob tube on Thursday nights and not support the sport and Ascot.

## Fair time at Costa Mesa

### By Dennis Greene

COSTA MESA, CA, JULY 13

Each year in July, the Orange County Fair takes over in Costa Mesa, and the speedway show becomes part of the overall entertainment.

Usually, the first of several titles goes on the line in July. The annual Firecracker Derby, which originated in Bakersfield, then moved to San Bernardino last year, was overlooked this season and it's sad that none of the promoters had time to play host to that part of the speedway tradition.

Each year since 1970, Costa Mesa has hosted the Fair Derby, with a very special trophy, a bronzed straw hat mounted on a plaque with a list of previous winners. The first was Wild Bill Cody. Last year's winner Bobby Schwartz and the guy he took it away from, Bruce Penhall, are both riding this season in Europe. This years winner and the rider I think will win U.S. National title, was Alan Christian.

Christian beat Gene Woods in the final elimination event for the trophy. In the overall points, Mike Bast still has a slim lead, even without riding at Costa Mesa. Gene Woods is in second place, riding all four tracks. Alan Christian is in third place. Alan does not race at Ascot and still maintains his high-point status.

There is no doubt in my mind that Mike Bast is still the very best rider in the United States, but because of the

impass between Mike and Harry Oxley, the promoter of Costa Mesa -- and only because he has not put in that much time on the small track this year -- I can't see him winning the National title in September.

In front of the biggest crowd of the year, Alan Christian came back after winning the Fair Derby and won the Scratch Main Event.

In front of that same crowd, Dave Sims walked off the track, refusing to race if the official would not change an earlier call. Dave was disqualified when he cut down on other riders, causing them to lose control and hit the wall. That's what was reported over the P.A., so don't yell at me! But Dave and many others did not see it that way.

The official did not change his call, and by no means should an official ever change his call. Dave Sims did not ride and by his refusal to ride, by International rules, he can be put out of speedway altogether, set down for the rest of the season, kept off the program for a number of weeks (as many as seen fit), or just bawled out. Only time will tell. With the punishment or penalties being about as consistent as a pound of wind-blown feathers, I wouldn't even want to try to make a guess.

Some things do have a way of working out for the best. On the bright side, even though Shawn McConnell was again on the program as a Division Two rider, he got to take his shot in Division One when Larry Kosta did not show up. You better believe the hottest of all the Division Two riders showed the rest of the top guns the way around the track in the First Division Handicap Main event. Sure, he had the short yardage marker and Jim Fishback was hot on his tail when the checkered flag came down, but McConnell was there first.

I would like to thank all of those people who went out of their way to let the paper and me know that they also feel that things could be better in speedway with some consistency.

It's also been pointed out to me by both the editorial staff at Cycle News and various promoters that to editorialize in the space given to me for race reports is not altogether fair. Fair is what it's all about, so just draw an imaginary line somewhere in my reports and put a heading of "Editorial" or "Commentary" because I think that I have left too much out for too long because of not wanting to hurt the sport. The sport is hurting and with the help of you, the paying race fans, we can help get it back on its feet. In every race program you get when you come in the gate, there is a phone number and a mailing address of the promoter. Let them know what you think is right or working and, most of all, what changes you think should be made. Maybe volume will be the medicine for some healthy changes. ●

## Results

AN BERNARDINO, 7/11/79
SCRATCH MAIN EVENT: 1. Alan Christian; 2. Mike ast; 3. Tony Briggs; 4. Bob McLain.
HANDICAP MAIN EVENT: 1. Louis Lindwall; 2. Dan cNeill; 3. Jim Fishback; 4. Alan Christian; 5. Leni aas; 6. Phil Gagnon.
DIV TWO: 1. Keith Larsen.
DIV THREE: Kris Remsgar.
SCOT, 7/12/79
SCRATCH MAIN EVENT: 1. Mike Bast; 2. Frank damo; 3. Dave DeTemple; 4. Dan McNeill.
HANDICAP MAIN EVENT: 1. Shawn Moran; 2. John ook; 3. Kirby Shiropshire; 4. Mike Peddicord; 5. Dan cNeill; 6. Frank Adamo.
DIV TWO: Jim Lawson.
OSTA MESA, 7/13/79
SCRATCH MAIN EVENT: 1. Alan Christian; 2. Bob cLain; 3. Steve Nutter; 4. Shawn Moran.
HANDICAP MAIN EVENT: 1. Shawn McConnell; 2. m Fishback; 3. Gene Woods; 4. Mark Marriott; 5. Phil agnon; 6. John Sandona.
DIV TWO: Jeff Carmello.
FAIR DERBY WINNER: Alan Christian.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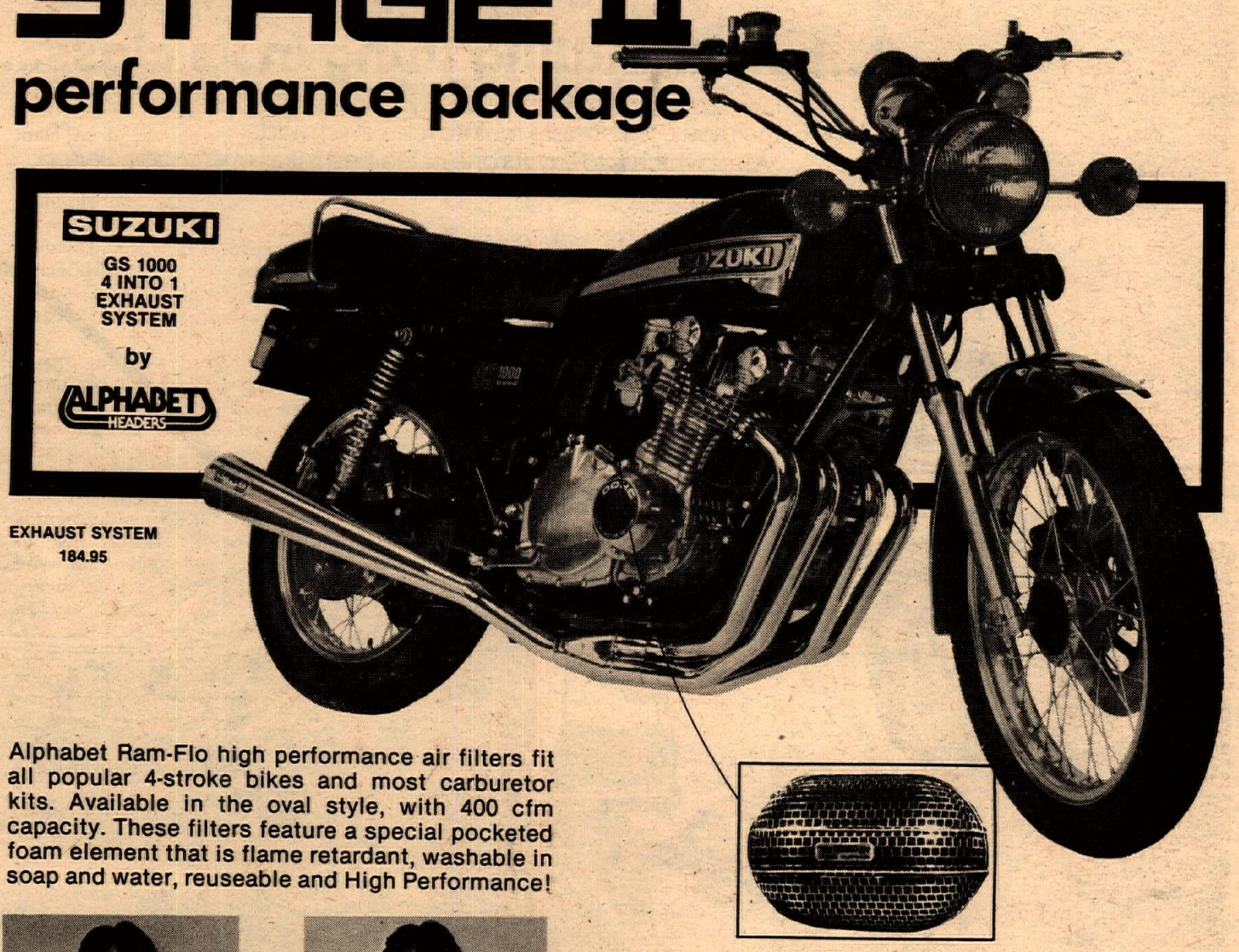


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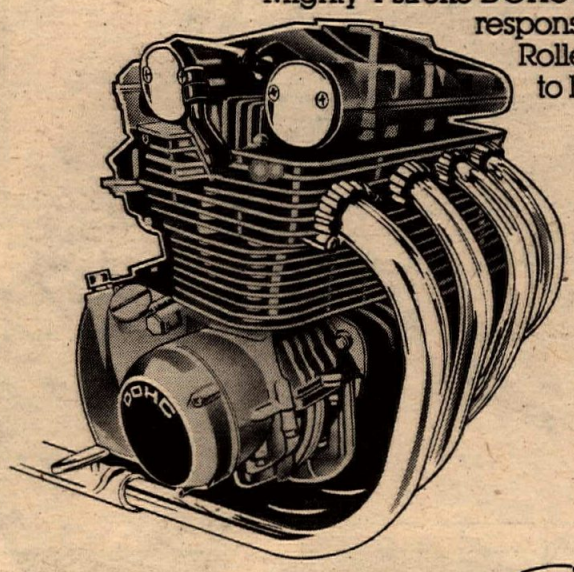


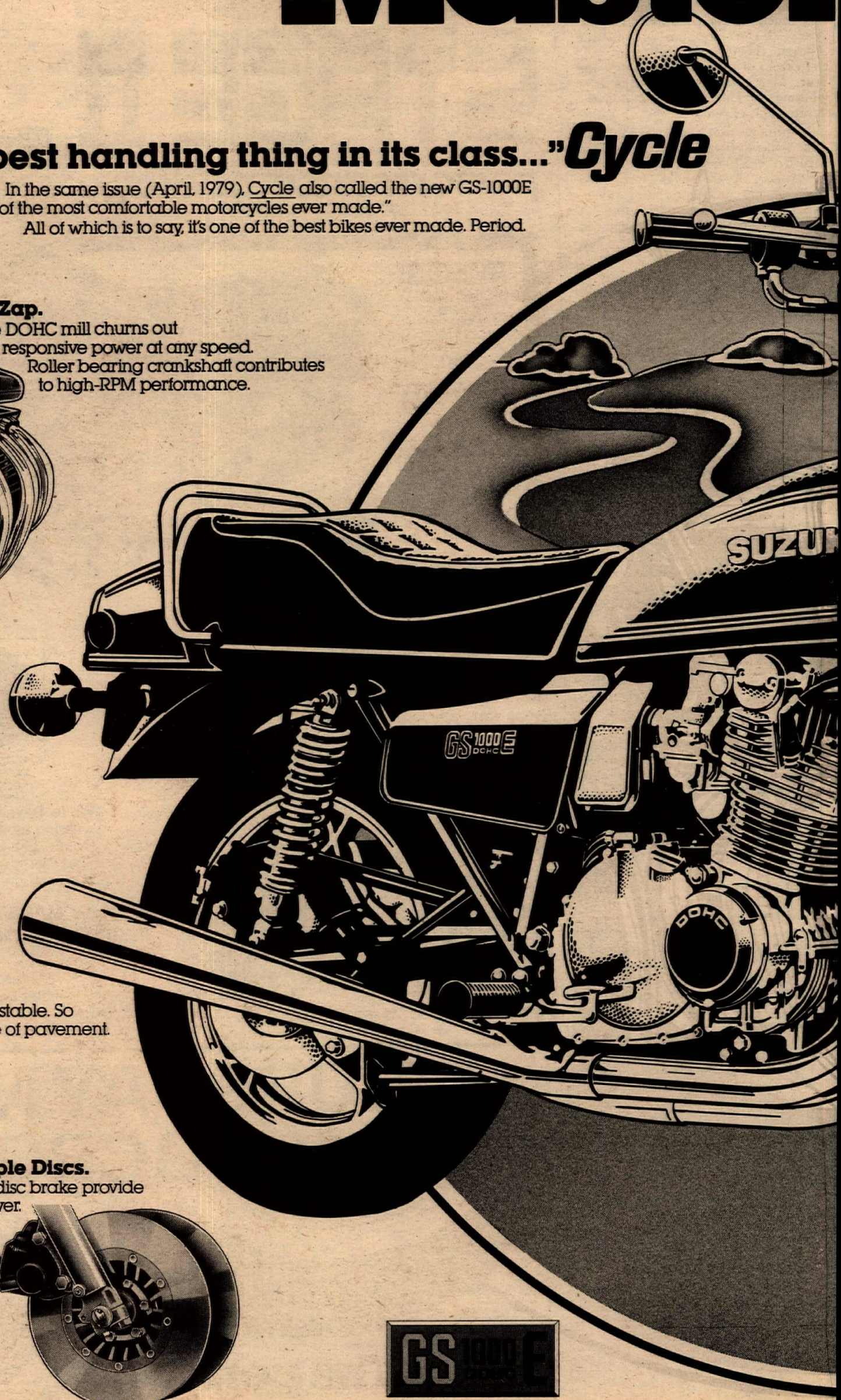


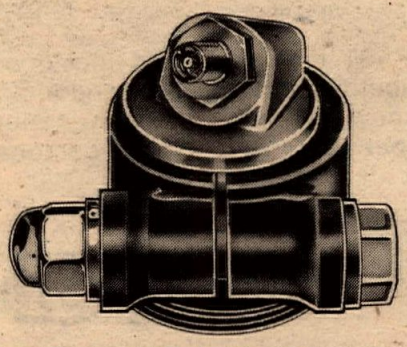

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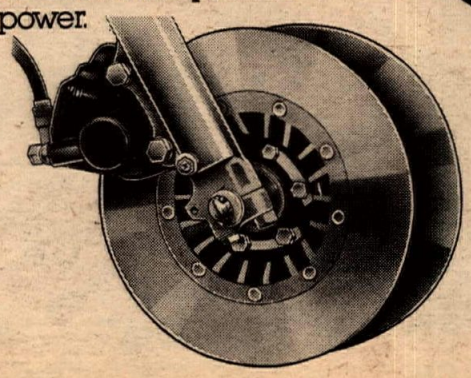

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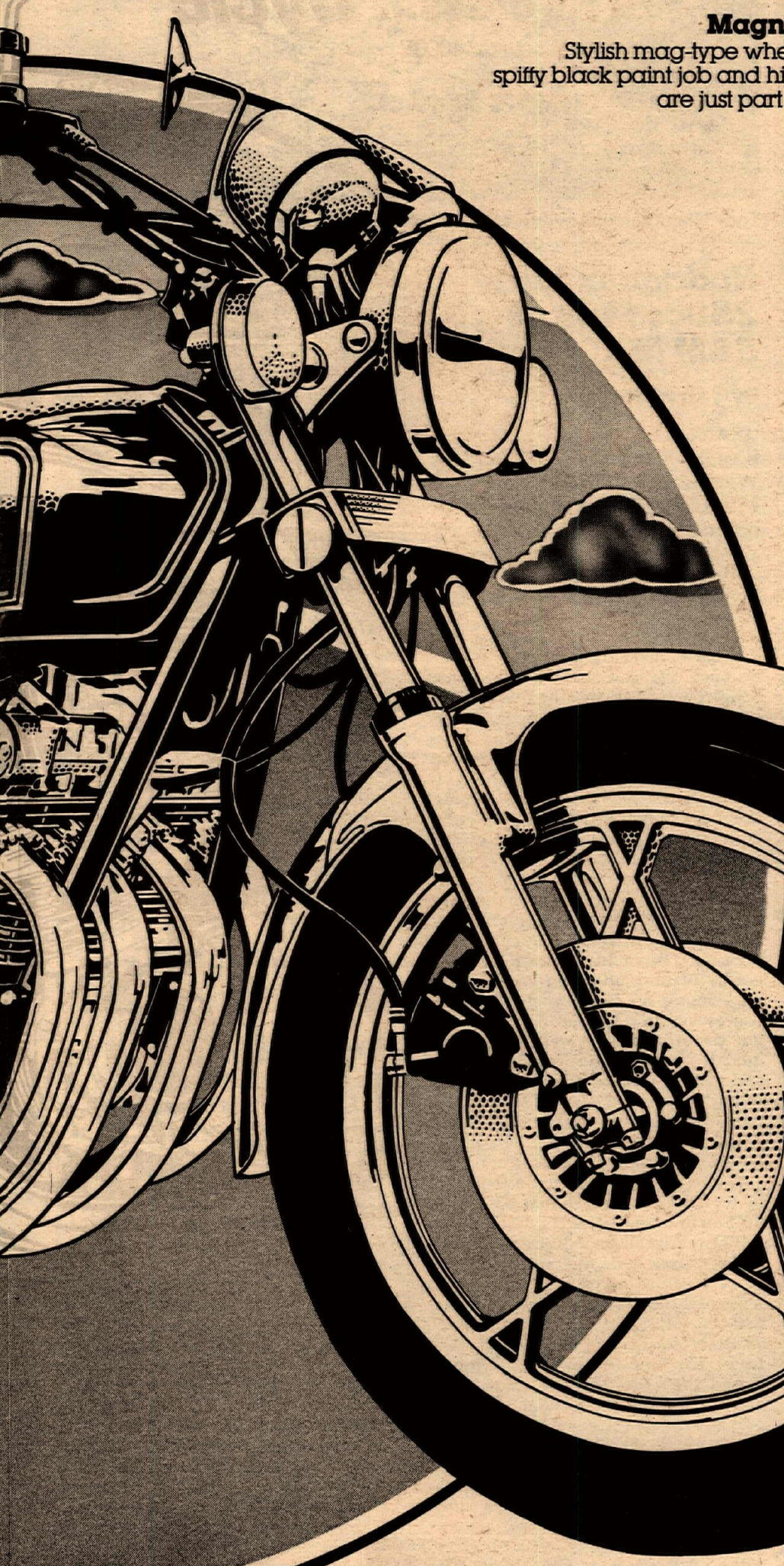

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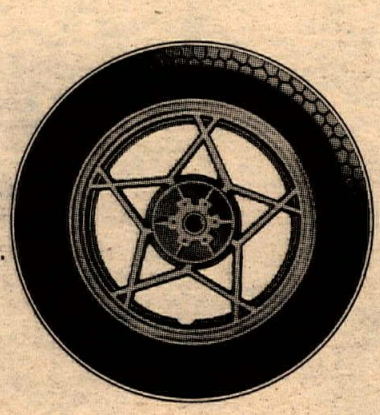

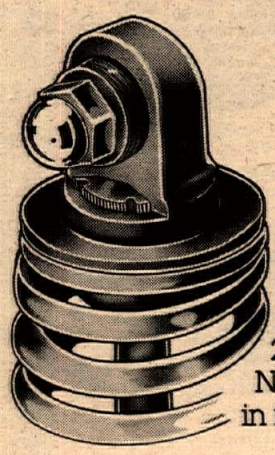

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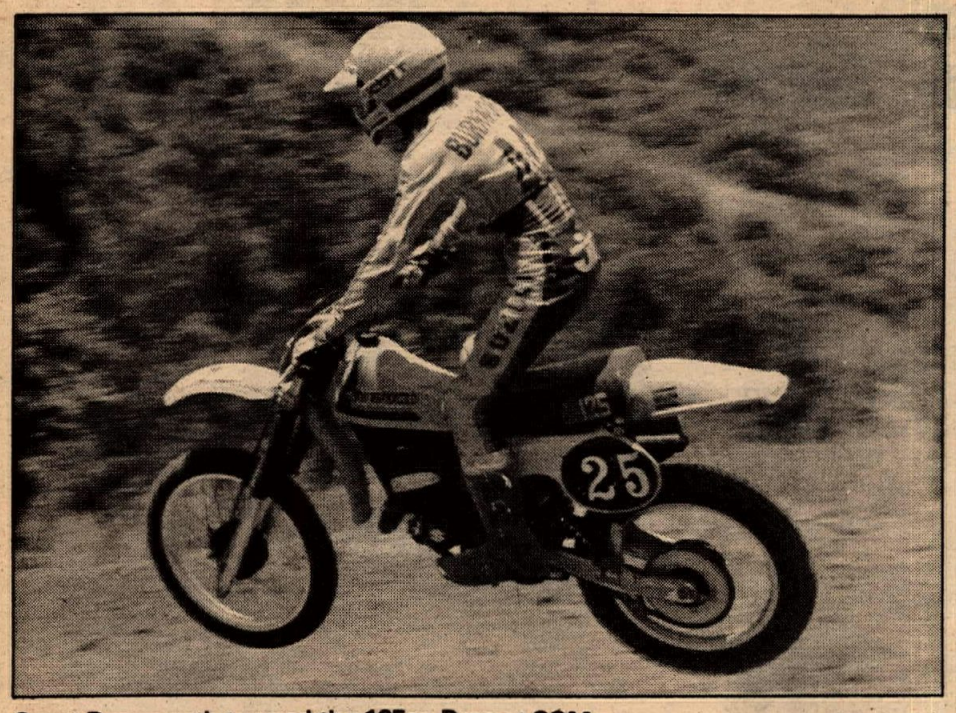

Scott Burnworth topped the 125cc Pros at SSM.

Mike Tripes (86) and Clint Hardick dice at San Berdoo.

## San Berdoo stadium MX debut

### By Tom Corley

SAN BERNARDINO, CA, JULY 6

Motocross fans are thrilled because now true stadium motocross racing is a weekly happening! Continental Moto-sports Club, in conjunction with American Raceways, Inc., is making it possible because last Friday they fired off the inaugural All-Pro race at the Orange Show Fairgrounds.

For years the big-daddy Superbowl of Motocross had been a SoCal sensation, and many have thought that a weekly spectacular would be just as popular. Well, tonight was the test and what a success! The stadium was over three-quarters full and people were everywhere. The Pro turnout was just as good with many 125, 250 and 500cc Pros on hand to go for the $3000 purse.

The finals began with the 125cc Pro class and in this race we again saw what a hotshot rider Gary Denton is. Denton is known for his fantastic holeshot starts and we saw him do this trick in the first moto of the 125cc Pros. Once he'd hooked the lead, he had the entire race wired and kept his LOP Yamaha in front of Scott Burnworth and Mike Tripes.

An even better display of racing was seen in the second moto. This time Denton did it again and zipped out ahead in first place. He had to give it a 100% effort though, because Honda factory rider Jim Gibson was hounding him. Jim almost passed Gary while hauling over a jump, but had to settle for second place. The overall 125cc Pro order was Denton, Burnworth, Tripes, Jim Holley, John O'Mara, Todd Peterson, Mike Brown, Craig Dale, Jim Gibson and Craig Gormley.

In the first moto of the 250cc Pro finals, Gary Denton shot out ahead and proved that he can be faster on any size bike. Kolbe Cycle's Donnie Hansen really hot-footed it on his Can-Am as he chased Gary desperately. Later Denton lost the lead and stopped while Hansen and Gibson advanced for the top places.

The starting bend was hard to get by without bumping elbows and Jeff Jennings and Donnie Hansen found this out in the second moto when they both hit the ground. On the winning side, Ron Turner of Luft was having a total battle with Jim Gibson, but prevailed while Gary Denton was strutting from third. When it came payoff time, Gibson collected the first place bucks over Denton, Turner, Hansen, Dave Gerig, Burt Wald, Chris Chaffee, Mike Tripes, Raymer and Arden Hadley.

In the first moto of the 500cc Pro race, Ron Turner was the man on the move. Ron won with no real problem while Dave Williams on his Maico hung in second ahead of Arden Hadley and Jeff Jennings.

In the last race of the night the 500cc Pro class had its last round and was led by Dave Williams. Turner got lost in the flags or some place while Williams scored over Hal Strauss and Donnie Hansen. Williams took home the bacon over Strauss, Hansen, Mike Tripes, Ron Turner, Arden Hadley, Scott Cavness, Jim Fishback, Mark Brooks and Jeff Jennings.

The official word is that the CMC will run a full-scale program from mini to maxi every Friday night here at the Orange Show Fairgrounds. Every fourth week of the month they will be putting up a $3000 purse for the Pros so a special crowd will always be on hand for that.

### Results

125 PRO: 1. Gary Denton (Yam); 2. Scott Burnworth (Suz); 3. Mike Tripes (Suz); 4. Jim Holley (Yam); 5. John O'Mara (Yam); 6. Todd Peterson (Suz); 7. Mike Brown (Yam); 8. Craig Dale (Suz); 9. Jim Gibson (Hon); 10. C. Gornley.

250 PRO: 1. Jim Gibson (Hon); 2. Gary Denton (Suz); 3. Ron Turner (Yam); 4. Donny Hansen (C-A); 5. Dave Gerig (Suz); 6. Burt Wald (Suz); 7. Chris Chaffee; 8. Mike Tripes (Suz); 9. S. Raymen; 10. Arden Hadley (Mai).

500 PRO: 1. Dave Williams (Mai); 2. Hal Strauss (Mai); 3. Don Hansen (C-A); 4. Mike Tripes (Suz); 5. Ron Turner (Yam); 6. Arden Hadley (Mai); 7. Scott Cavness (Suz); 8. Jim Fishback (Yam); 9. Mark Brooks (Mai); 10. Jeff Jennings (Suz).

Tony Wanket leads eventual CMC 250cc Pro winner Jim Gibson.

## Rodriquez tops 250cc Pros at SSM MX

### By Terry Whytal

ORANGE, CA, JULY 7

Randy Rodriquez pushed his Wheelsmith Maico to victory with two determined come from behind rides. It was no easy task as Rodriquez had to battle past front runners like Yamaha rider Jim Domann and Can-Am mounted Kurt Sofka.

With the 250cc Pros squinting into the early morning sun, the starter dropped the gate here on the back Saddleback track and the first race of the day roared down the starting chute and into the tight right hand turn leading onto the track proper. In the lead was Domann followed closely by Maico rider Greg Weaver and Honda ace Ron Blanton. Rodriquez held down fourth place at the end of the first lap just ahead of Kawasaki rider Andy Guth. On the second lap Guth charged by Rodriquez and on the next go 'round slipped by Blanton and Weaver. Soon Domann had Guth breathing down his neck. Rodriquez got by Blanton and then Weaver and was closing on Guth when the little Kawasaki rider fell hard, ending his day the same way he was riding, very quickly. With Rodriquez in second and gaining on Domann, Sofka began to work his way up from a first lap fall, soon moving into third. Rodriquez found a better line and blew by Domann, putting his Maico into high gear and jamming for the finish where he took the checkers in first. Domann held on to second ahead of Sofka.

The orange flash of Sofka's Can-Am led the pack onto the track for the second moto. Only a few feet separated the top five at the end of the first lap with Sofka still in front ahead of Blanton, Terry Freckelton (C-A), Rodriquez and Weaver. Rodriquez passed Freckelton on the second lap and the leading three riders began to pull away. Sofka slowly started to open up a little breathing room and Blanton and Rodriquez engaged in a fine duel of motocross. It took 10 laps but Rodriquez finally moved into second place and found a couple more horsepower somewhere to set off after Sofka. Rodriquez gained a few feet here and a few there, reeling in Sofka with only a few laps left in the moto. Sofka wasn't giving up easily as he held the Maico rider off for several laps until going wide in a turn. Rodriquez was instantly in front and on his way to the checkers. Rodriquez took home the top money with second overall position going to Sofka and third to Blanton.

Maico rider Luke Messer won the Open Pro class with a consistent and smooth riding style that kept him in the top three throughout both motos, and Suzuki rider Scott Burnworth ran away with the 125cc Pro win as he clearly demonstrated his riding prowess with back to back moto wins.

### Results

OPEN PRO: 1. Luke Messer (Mai); 2. Bob Rutten (Hus); 3. Thad Friday (Yam).

250 PRO: 1. Randy Rodriquez (Mai); 2. Kurt Sofka (C-A); 3. Ron Blanton (Hon).

125 PRO: 1. Scott Burnworth (Suz); 2. Paul Emerson (Hon); 3. Mike Preston (Suz).

OPEN INT: 1. Tim Wilson (Yam); 2. Rick Vartel (Mai); 3. Fulton Tidwell (Mai).

250 INT: 1. Mike Eddy (Mai); 2. Bob Shulz (Yam); 3. Mike Godfrey (Mai).

125 INT: 1. Rik Nielsen (Kaw); 2. Rick Ruan (Suz); 3. Rich Varner (Kaw).

OPEN JR: 1. Dave Jick (Hus); 2. John Larson (Suz); 3. Jody Weisel (Der).

250 JR: 1. John Barnes (Yam); 2. Jim Brodie (Hon); 3. Mike Casey (Yam).

125 JR: 1. Lance Sallis (Suz); 2. Roger Hayes (Yam); 3. Mike Greene (Suz).

OPEN BEG: 1. Peter Tolmasoff (Mai); 2. Les Oldenbrook (Mai); 3. Steve Norea (Suz).

250 BEG: 1. Jon Nichols (Suz); 2. Jeff Scott (Suz); 3. Dan Holland (Hon).

125 BEG: 1. Mike Germain (Yam); 2. Ben Parris (Hon); 3. Thad Heroux (Suz).

MINI BEG: 1. Scott McElroy (Suz); 2. Tony Lineman (Kaw); 3. Loren Workman (Suz).

## Gibson gallops at CMC Saddleback

### By Mike Klinger

ORANGE, CA, JULY 1

If Honda's Jim Gibson could acquire an Open class machine, he could potentially sweep all three Professional classes at any Continental Moto-sports Club event. Gibson did win the two Pro classes he entered at CMC Saddleback two weeks ago.

CMC threw some pizazz into the day by running a Mini event strictly for the Pro riders who had mini scoots. After the five-lap event, Scott Burnworth (Suz) had taken all the marbles. Ron Turner (Yam) chased Burnworth frantically but settled for second. Craig Dale (Kaw) was third.

Thirty-one anxious 125cc Pros waited for the drop of the gate. Into the first turn with a 10 bike lead up the chute was the Bob Stem-tuned Honda of Jim Gibson. The 1978 number 38 rider in CMC was flawless in his moto win and began to lap riders with some impressive names. Running in a very conservative second place was Scott Burnworth (Suz). Behind Burnworth was Rick Maki (Yam) and Andy Kirker (Yam). On lap four, Kirker

went down and Jim Holley (Yam) took over fourth and started to push Maki. On one sweep, Maki had moved to sixth place. Holley passed him along with David Taylor (LOP) and Tony Gomez (Suz). At the close of the 14-lap event, Gibson coasted for the win, Burnworth was second, followed by Holley and Taylor.

In moto two, Burnworth again had to take a back seat to Gibson. Gibson's factory scooter was spot-on. In this moto, the Tahiti flash, Rick Johnson (Yam) was running fourth behind Holley for six laps but Johnson eventually gained third. For the remaining eight laps, the top positions did not change. So, for the record, Gibson collected the overall win and $180, Burnworth was second with a 2-2 tally, then Holley, Taylor and Gomez.

In the 250cc Pro class, the story was the same and Gibson again was the leading character. In both motos, Gibson was chased intensely by the Can-Am-mounted Donnie Hansen. Pushing Hansen was the Moto-X Fox-sponsored Tony Wanket (Yam). Wanket placed third in both motos for third overall.

The orange invader, Donnie Hansen, brought out his big bore Can-Am to pressure Ron Turner (Yam) in moto one of the Open Pros. Chris Chaffee (Yam) got the holeshot but quickly fell lame and Turner was on the run. With Hansen in a solid second, Superbowl-bound David Gerig (Suz) and Yamaha-mounted Robert Marino were really playing tug-o-war. At the flag, Turner won, Hansen was second ahead of Gerig and Mark Brooks (Mai), who snuck inside of Marino for fourth.

In moto two, the finishing positions were reversed. This time Hansen put the power to the ground and pulled Turner. Gerig again was pushing the leaders with Marino to follow. Hansen relished the big bucks, Turner outlasted 31 other Open Pros for second overall and Gerig was third.

### Results

MINI JR: 1. A. Baker (ESC); 2. B. Eisenacher (Suz); 3. J. McManus (Suz).
MINI INT: 1. P. Eggman (Yam).
100 INT: 1. J. Lockhart (LTY).
100 JR: 1. T. Broussard (Yam); 2. T. Tetone (Suz); 3. R. Kramer (Yam).
125 JR DIV 1: 1. V. Butler (Suz); 2. M. Wilkinson (Suz); 3. S. Cardillo (Suz).
125 JR DIV 2: 1. R. Yelto (Suz); 2. R. Varner (Kaw); 3. P. Fonteno (Suz).
250 JR: 1. T. Hodgin (Suz); 2. T. Jackson (Mai); 3. R. Binkley (Yam).
500 JR: 1. P. Daby (Mai); 2. J. Padilla (Suz); 3. D. Rand (Yam).
125 INT: 1. K. Hopkins (Yam); 2. G. Graham (Suz); 3. B. Holdren (SoP).
250 INT: 1. J. Lysdale (Hon); 2. Z. Espinoza (Suz); 3. D. Pettigrew (Mai).
500 INT: 1. E. MacCracken (Hus); 2. K. Petrangelo (CCM); 3. J. Grant (Mai).
125 PRO: 1. J. Gibson (Hon); 2. S. Burnworth (Suz); 3. J. Holley (Yam).
250 PRO: 1. J. Gibson (Hon); 2. D. Hansen (C-A); 3. T. Wanket (Yam).
500 PRO: 1. D. Hansen (C-A); 2. R. Turner (Yam); 3. D. Gerig (FSC).
SPECIAL RACE
MINI PRO: 1. S. Burnworth (Suz); 2. R. Turner (Yam); 3. C. Dale (Kaw).

## *Holland, Meridith, Kehoe dominate NMA qualifier*

**By Rod Eschenburg**

SAN DIEGO, CA, JUNE 30-JULY 1

The "Kerman Komet," George Holland (R&D Suz) was the dominant rider for the fifth straight time in the NMA Division One Grand National Qualifier Series. Holland went two for two over Yamaha standard bearer Erik Kehoe for the 105cc Mini (12-16) win and took a tie-breaker second moto win

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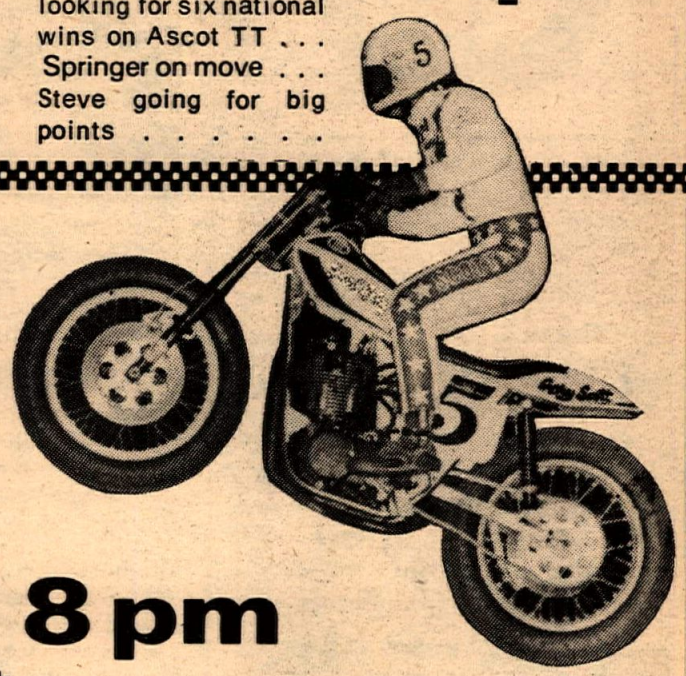

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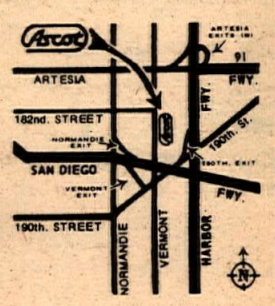


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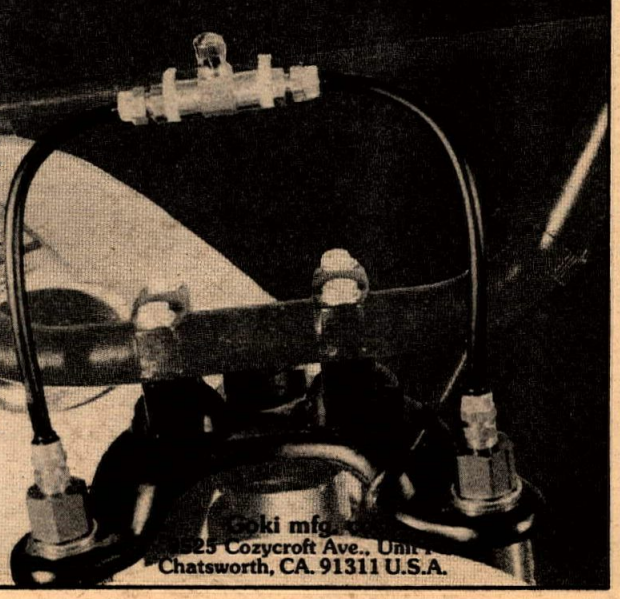

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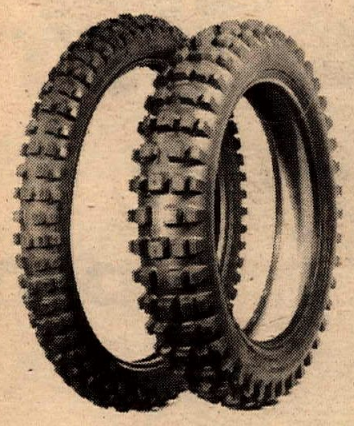

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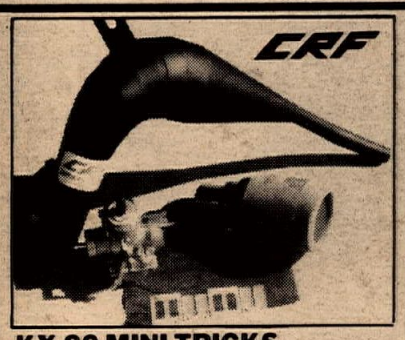


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**Johnny O'Mara was the CRC 125cc Pro victor.**

over Kehoe in the Stock Expert (12-16) class. Only in the Modified Expert class was Holland denied victory — after a blazing first moto victory over the Phoenix R&D Suzuki rider Mark Meridith, Holland came up with a flat tire in the second moto which allowed Meridith to grab the win off a 2-3 finish; Meridith running behind Drey Dirks and Ronnie Lechien on the second round as Kehoe also went lame after a third in the first moto. The steady riding Meridith parlayed his first in the Modified and a seventh in the Stockers into a point lead, so now it's on to the final Western Division One Qualifier at Saddleback and then to Ponca City, OK for the big showdown.

Local favorites Ronnie Lechien and Kenny Dunlap started the meet out badly with crashes in their first race on Saturday — the 105cc Minis — and were never in it from there on. Dunlap and Lechien did come back somewhat on Sunday as Lechien grabbed a second in the second moto of the Modified Minis for a fifth overall and Dunlap took fourth in the same class off a steady (7-8) finish effort. The big local rider win of the weekend came in the Stock Mini Intermediate class where former NMA Junior Cycle Champ Jon Jon Belisle (Suz) just flat blasted an 18-rider field for a two for two go over Harry's Cycle Center rider Tracy Meeks. In the first moto Belisle ran away with it after an incredible holeshot and in the second moto he got off about fourth, but showed new found muscle and blasted his way to the front by the end of the first circuit. In the Modifieds, Jon Jon ran his stocker to a very credible fourth overall behind Tracy Meeks, local rider Scott Hewatt and Timmy Tomaselli; Tomaselli being another one of those fine new graduates out of the Junior Cycles.

The Motorcycle classes were in two words — Las Vegas — as "Game-Town" racers Kevin Steele and James Krumme took wins in the Stock 125cc Expert and Intermediate classes respectively with neighbors Paul Emerson grabbing third in the Experts and David Saxton taking second in the Intermediates. The Modified 125cc Experts produced a complete sweep with Vegas' Emerson taking the win over Steele and Troy Fitch grabbing third. The Modified 125cc Intermediates produced a 1-2 finish by the home-trackers as "Howlin'" Mark Howell took first over a fast improving Mike Monsegur. The 125cc Novice classes produced the only undefeated effort of the weekend as Barona Oaks regular Charles Harries and his trusty Kawasaki completely decimated large fields in both the Stock and Modified classes with a four for four blast.

## Results

80cc MINICYCLE CLASSES
STOCK EX: 1. George Holland (R&D Suz); 2. Erik Kehoe (Yam); 3. Jeff Stanford (Yam).
MOD EX: 1. Mark Meridith (R&D Suz); 2. Troy Blake (R&D Suz); 3. Sam Storer (Kaw).
SPECIAL 205 MINI (12-16): 1. George Holland (R&D Suz); 2. Erik Kehoe (Yam); 3. Troy Blake (R&D Suz).
SPECIAL 105 MINI (9-11): 1. Brandon Schneider (Suz); 2. Jason Rincon; 3. Sean Frampton (Suz).
STOCK INT (12-16): 1. Jon Jon Belisle (Suz); 2. Tracy Meeks (HCS); 3. Todd Campbell (Kaw).
MOD INT (12-16): 1. Tracy Meeks (HCS); 2. Scott Hewatt (Suz); 3. Timmy Tomaselli (Suz).
STOCK NOV (12-16): 1. Doug O'Donnell (Suz); 2. Larry Butler (Yam); 3. Chris Taylor (Yam).
MOD NOV (12-16): 1. Larry Butler (Yam); 2. Shawn Shupp (Yam); 3. Russell Winkler (Suz).
STOCK INT (9-11): 1. Kurtie Hendricksen (Suz); 2. Frankie Brundage (Suz); 3. Brandon Schneider (Suz).
MOD INT (9-11): 1. Brandon Schneider (Suz); 2. Kurtie Hendricksen (Suz); 3. Thor Bjornstad (Suz).
STOCK NOV (9-11): 1. Jason Rincon; 2. Scott Brown (Kaw); 3. Don Feeley.
MOD NOV (9-11): 1. Loren Workman (Suz); 2. Don Feeley; 3. Scott Brown (Kaw).
STOCK (0-8): 1. Roger Ogle (Kaw); 2. Ronnie Thomas (Suz); 3. Shawn Kalos (Yam).
MODIFIED (0-8): 1. Shane Sheffield (Suz); 2. Ronnie Thomas (Yam); 3. Marty Richard (Suz).
MOTORCYCLE CLASSES
250 EX: 1. Greg Conradson (Kaw); 2. Paul Emerson (Hon).
250 INT: 1. Jerry Ebling (Kaw); 2. Todd Shaeffer (Kaw); 3. Rod Hughes (Hon).
125 STOCK EX: 1. Kevin Steele (Yam); 2. Jeff Stanford (Yam); 3. Paul Emerson (Hon).
125 MOD EX: 1. Paul Emerson (Hon); 2. Kevin Steele (Yam); 3. Troy Fitch (Kaw).
125 STOCK INT: 1. James Krumme (Suz); 2. David Saxton (Hon); 3. Robbie Brown (Suz).
125 MOD INT: 1. Mark Howell; 2. Mike Monsegur (Suz); 3. Robbie Brown (Suz).
125 STOCK NOV: 1. Charles Harries (Kaw); 2. Matt Sariwatari (Suz); 3. John Hemme (Suz).
125 MOD NOV: 1. Charles Harries (Kaw); 2. John Hemme (Suz); 3. Andy Nelinger.
100 STOCK EX: 1. Tibbs McCullough (Suz); 2. Drey Dricks (Yam).
100 MOD EX: 1. Drey Dircks (Yam); 2. Tibbs McCullough (Suz).
100 STOCK INT: 1. Scott Underwood (Suz); 2. Darren Young (Suz); 3. Nino Butterowe (Yam).
100 MOD INT: 1. Darren Yound (Suz); 2. Nino Butterowe (Yam); 3. Scott Underwood (Suz).
100 STOCK NOV: 1. Billy Evans (Yam); 2. Andy Nelinger; 3. Mark Rouff (Yam).
100 MOD NOV: 1. Steve Andre (Suz); 2. Andy Nelinger; 3. Mark Rouff (Yam).
JUNIOR CYCLE CLASSES
STOCK INT (9-11): 1. Kurtie Hendricksen (Ita); 2. Michael Knapp (Suz); 3. Brad Johnson (Suz).
STOCK NOV (9-11): 1. Todd Parker (Suz); 2. Mark Schriner (Ita); 3. Aaron Shupp (Ita).
MOD INT (9-11): 1. Brandon Schneider (Ita); 2. Kurtie Hendricksen (Ita); 3. Eddie Hicks (Suz).
MOD NOV (9-11): 1. Mack Schriner (Ita); 2. Todd Parker (Suz); 3. Aaron Shupp (Ita).
STOCK (0-8): 1. Marty Richard (Suz); 2. Ray Swearinger (Suz); 3. Nicky Pounds.
MOD (0-8): 1. Ray Swearinger (Suz); 2. Shawn Kalos (Suz); 3. Steve Hale (Suz).
PEE WEE STOCK: 1. King Richard Saxton (Ita); 2. Kevin Heiser (Ita); 3. Chad Shupp (Ita).
PEE WEE MOD: 1. Kevin Heiser (Ita); 2. Chad Shupp (Ita); 3. Jamie Conney (Suz).

## O'Mara, Locey blast CRC MX

**By Nanette Marie**

VALENCIA, CA, JULY 1

With temperatures expected to topple into the hundreds, the California Racing Club opted to hold their bi-weekly Sunday motocross on the shaded Shadow Glenn course of Indian Dunes. The circuit, which was the same one used for the Veterans Nationals two weeks prior, was tight in spots and wide open in others, but what made it tough on the riders was that there was not one place that wasn't rough. New sandwash sections were added for sheer spectator pleasure, and one section commanded the most attention due to its difficulty; it even had the Pros on the edge of their pegs!

In the day's three Professional classes, Al Baker's FMF rider Johnny O'Mara captured the 125cc overall with a new Yamaha F-mount. DG's Tim Locey ran away from Kenny Zahrt in the 250cc motos for that overall, and Luft Yamaha-mounted Bill Ovellette defeated Dave Haugh in two tough motos for his share of the payback.

The 250cc Pros were the second group of big boys out on the track, and into the first turn it was DG's Tim Locey with the lead, followed by Kenny Zahrt, Scott Morgan and John Gonzales. Within four laps Locey had pulled out enough of a lead to put Zahrt out of contention, so Kenny, just coming off of a serious knee operation and on a new Maico mount, cruised around ahead of the fierce Morgan/Gonzales battle. Gonzales finally got the edge in the sandwash and took over third. When the flag flew it was Locey way out in front, Zahrt, Gonzales, Morgan and Jerry Freckleton.

Moto two found Locey and Zahrt again at each other's wheels, and again Locey went out to build up a huge lead and Zahrt settled into second. Morgan, however, held on to third for the moto as Gonzales dropped out. Joe Price picked up fourth ahead of Jeff Sloan.

The battle of the day honors went to the 125cc Pros, as they had three riders in each moto going all-out for the lead. In round one it was Johnny O'Mara with the holeshot, followed by Locey, LOP's Flyin' Mike Brown, and Ran Barker-backed Bobby Kline. Locey pressured the entire first half of the moto, and finally slipped by for the lead as they headed into the final laps. O'Mara held on to his second spot and rolled in ahead of Brown, Kline and David Baker.

Round two saw Kline, O'Mara, Locey and Brown all locked into a four-way battle for the lead. Kline took the holeshot while O'Mara settled into second. Locey and Brown joined the show within two laps and the quartet went at it for half the race wheel to wheel. Locey slipped a wheel under O'Mara, then followed it up with a handful of throttle to take over second place, but that spot only lasted four more laps. At that point everyone was still neck and neck, then as they came out of the back sections, O'Mara had taken over the lead, Kline was second, Brown was third and Locey was gone. O'Mara rode desperately to hold on to the lead in the rough sand, and kept everything together long enough to grab the win and overall ahead of Kline and Brown. Baker and Bobby Ryan rode in 4-5 in the overalls.

## Results

500 PRO: 1. Bill Ovellette (Yam); 2. Joe Root (Yam); 3. Rob Rollins (Mai).
250 PRO: 1. Tim Locey (Yam); 2. Kenny Zahrt (Mai); 3. Scott Morgan (Hon).
125 PRO: 1. John O'Mara (Yam); 2. Bob Kline (Hon); 3. Mike Brown (Yam).
MINI BEG: 1. Kevin Holmes (Suz); 2. Jeff Barbacovi (Yam); 3. Ty Ventrone (Suz).
MINI NOV: 1. Marty Lehotan (Suz); 2. Frank Darr (Suz); 3. Jake Devane (Kaw).
MINI INT: 1. Dan Sanchez (Yam); 2. Scott Marrison (Suz); 3. Zoli Meszaros (Yam).
VET INT: 1. Dan Sanchez (C-A); 2. Soni Mount (Yam); 3. Asker Larnkjaer (Suz).
VET JR: 1. Daniel Shannon (Mai); 2. Jan Lehotan (Hus); 3. Barry Bernbaum (Yam).
500 INT: 1. Rob Abernethy (Yam); 2. Barry Meyer (Mai); 3. Don Peca (Yam).
500 BEG: 1. Lon Winakue (Suz); 2. Chris Nielsen (Hus); 3. Mike Kell (Mai).
250 BEG: 1. Mike Parsons (Suz); 2. Les Armbruster (Yam); 3. Brian George (DMG).
500 NOV: 1. Jim Weis (Suz); 2. Raul Villa (C-A); 3. Robin Gapinski (Suz).
250 NOV: 1. J.T. Herman (C-A); 2. Steve Marquez (Suz); 3. Ken Kramasz (Hon).
250 INT: 1. Jim Coffey (Yam); 2. Dan Walker (Yam); 3. Brett Allen (C-A).
125 BEG 1: 1. Don Spratt (Suz); 2. Bob Cummins (Suz); 3. Mike Briggs (Suz).
125 BEG 2: 1. Mike Perry (Yam); 2. Robert Gowzhlez

(Suz); 3. Bill Mima (Suz).
125 NOV 1: 1. Keith Nash (Hon); 2. Dale Parker (Yam); 3. Robert Giammarino (Suz).
125 NOV 2: 1. Jon Zahrt (Suz); 2. Jon Ortner (Suz); 3. Nick Larson (Kaw).
125 INT: 1. Fan Walker (Suz); 2. Darel Francis (Yam); 3. Roy Gomez (Suz).
100 BEG: 1. Mike Scherer (Yam); 2. Vinny Rosato (Suz).
100 NOV: 1. Craig Forrest (Suz); 2. Ted Stuebuer (Yam); 3. Dave Lamb (Yam).

# Shoemaker, Zahrt, Kline catch CRC $1000 MX wins

**By Nanette Marie**

VALENCIA, CA, JUNE 17

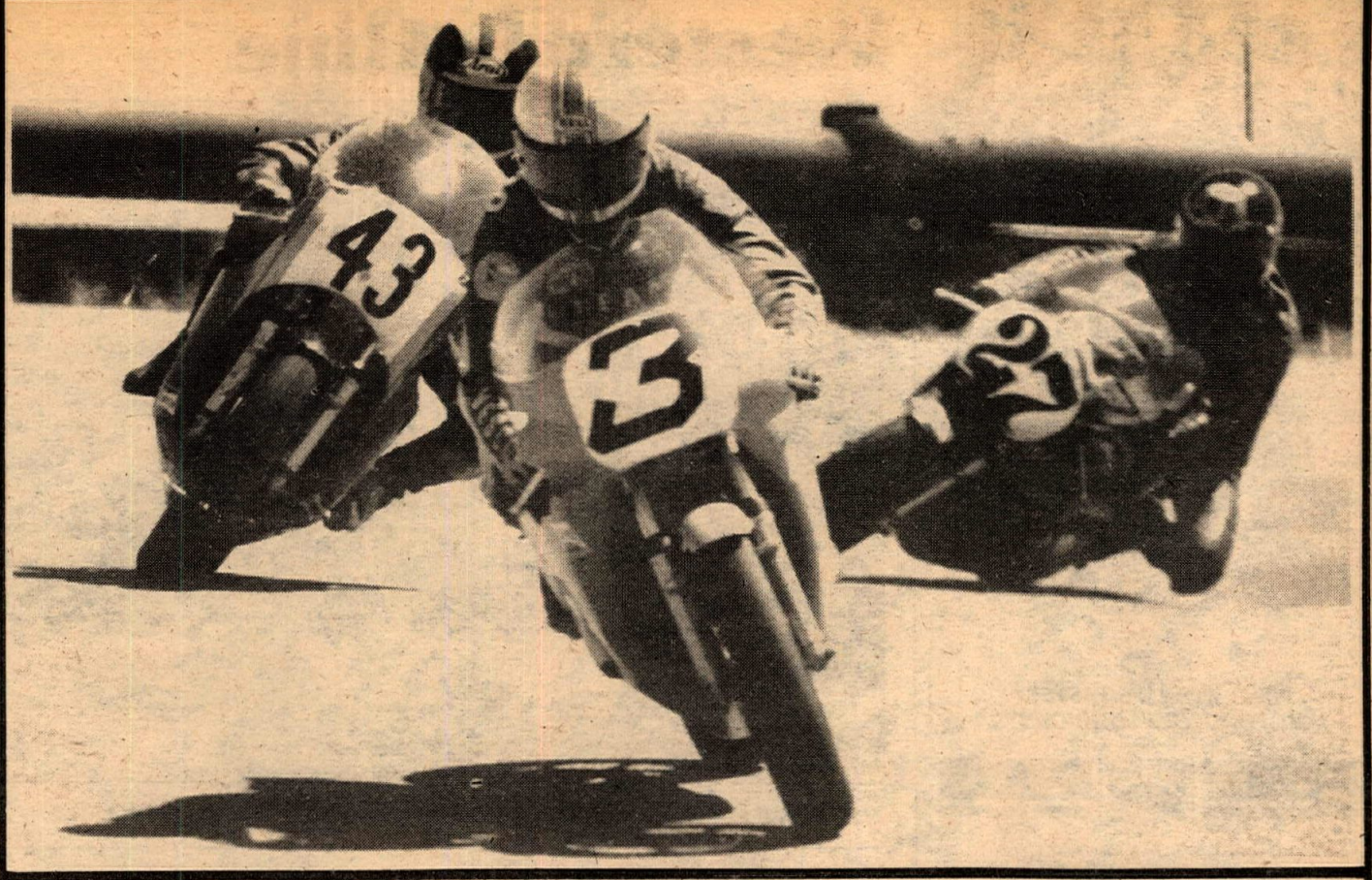
Taking advantage of a Father's Day special, International Motorcycle's Mike Shoemaker, Cole Bros.' Kenny Zahrt, and Ron Barker-backed Bobby Kline came out to Indian Dunes and took Pro class wins in the California Racing Club's $1000 Purse Motocross. For Shoemaker it was a good day, as he captured the Open Pro classs by trading moto wins with Can-Am's Donnie Hansen and a fourth in the 250s, behind winner Zahrt, who was back in his first ride on a Maico, and racing with a totally rebuilt knee. Kline defeated moto winners Jimmy Holley and Kawasaki's Chappy Blose for the 125cc win.

In the Open Pros' first moto, Donnie Hansen grabbed the holeshot and began to run off with the race. Dave Haugh gave chase for the first two laps, then dropped to fourth behind Luft's Joe Root and Shoemaker. Shoemaker slipped past Root the next lap, and set out after Hansen. The Can-Am pilot held on for the win the rest of the way, while Shoemaker settled for second ahead of Bob Bang, Jay Harontunian and Joe Price.

Hansen got off to a horrible start the second moto, next to last, while Shoemaker took the lead ahead of Root, TNT's Dale Lewis and Bang. Hansen moved up to second by the halfway point, picking off two riders a lap, but Shoemaker had a commanding lead at that point, and Hansen couldn't catch him for the win. Root picked up third in the moto ahead of Price and Bang.

Largest of the Pro classes was the 250's, where Kenny Zahrt made his return to racing after a serious knee operation and mounted on a bright red Maico. In the first round, Zahrt shot his Magnum into the lead, and used the entire 12 laps to stretch it out. Scott Morgan came around in second the first lap, but dropped to third behind Mike Shoemaker the next time around. Donnie Hansen was also on the move, and slipped around Morgan, then went to work on Shoemaker for second. Nothing worked for Hansen, and the flag came out with Zahrt ahead, followed by Shoemaker, Hansen, Morgan and Randy Lewis.

Round two saw Morgan take the holeshot with his Honda, and hold off Zahrt for the first three laps. Kevin McNeal ran a close third ahead of John Drury and Randy Lewis, but on the fourth lap, McNeal shot past both Zahrt and Morgan for the lead. That position only lasted one lap, however, and McNeal disappeared until the eighth lap, then pulled off altogether. With this, Zahrt took over the lead and began to stretch it out over Morgan and Lewis, while Shoemaker and Hansen fought in traffic back in sixth and seventh. By moto's end it was Zahrt with the win followed by





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Kurt Sofka showed the SSM 250cc Pros the way.

Morgan, Lewis, Drury, Peter Newman, Shoemaker and Hansen.

The 125cc Pro motos went back and forth several times, with the overall up for grabs among several riders. Bobby Kline took the holeshot in the first moto followed by Johnny O'Mara, DG's Willy Simons, A.J. Whiting, Jimmy Holley, Jim Sandelbach, Kawasaki-mounted Chappy Blose, Steve Schmitz and LOP's Gary Denton. The top five held form for the first four laps, until Holley got on the gas and flew past Whiting, Simons, and O'Mara, all in three consecutive laps. Schmitz also moved through traffic, and pulled up to fifth behind Simons, his DG teammate. On the ninth lap, Holley got close to Kline, then gave it all he had and took over. Kline held on to second and the flag came out, ending the moto Holley, Kline, Whiting, Schmitz and Simons. O'Mara suffered a blown lower end, which cancelled his efforts for the day.

In the second moto it was all Chappy Blose and his factory Kawasaki. Blose led it wire to wire, with Holley and Kline going at it for second early. Holley had control for the first two laps, then got off and dropped to 14th. Schmitz moved in then and took over second, ahead of Kline and Simons. These positions held to the wire, and at the flag it was Blose, Schmitz, Kline, Simons, John Whelchel and Whting. Overall it went to Kline, with Schmitz, Blose, Simons, Whiting and Holley taking the other paying slots, after Holley worked his way back up to ninth.

### Results

125 PRO: 1. Bobby Kline (Hon); 2. Steve Schmitz (Yam); 3. Chappy Blose (Kaw).
250 PRO: 1. Kenny Zahrt (Mai); 2. Scott Morgan (Hon); 3. Dale Lewis (Hon).
500 PRO: 1. Mike Shoemaker (Yam); 2. Donnie Hansen (C-A); 3. Bob Bang (Yam).
MINI BEG: 1. James Bailey (Suz); 2. Robert Covarrubias (Suz); 3. Steven Nelson (RMN).
MINI NOV: 1. Marty Lehotan (Suz); 2. Brian Calderon (Hon); 3. Jake Devane (Yam).
MINI INT: 1. Steve VanDuzen (Yam); 2. Danny Sanchez (Yam); 3. Scott Marridon (Suz).
125 BEG: 1. Dennis Hulen (Yam); 2. Mike Perry (Yam); 3. Roberto Gonzales (Suz).
100 BEG: 1. Ken Willison (Yam).
100 NOV: 1. Randy Johnson (Suz); 2. Duane Headworth (Yam).
125 NOV: 1. Mark Harton (Suz); 2. Bruce Maynor (Suz); 3. Nick Larson (Kaw).
500 NOV: 1. Robert Brazier (Mai); 2. Jessee James (Mai); 3. Randy Gafner (Yam).
500 BEG: 1. Mark Gibbs (Suz); 2. Mike Kell (Mai); 3. Bob Breach (Yam).
125 INT: 1. Darel Francis (Yam); 2. Bill Recchia (Suz); 3. Richard Ising (Yam).
250 BEG: 1. Eddie Rea (Yam); 2. Leslie Ambruster (Yam); 3. Dan Holland (Hon).
500 INT: 1. Steve Blazek (Suz); 2. Kevin Clark (Yam); 3. Dan Moore (Mai).
250 INT: 1. Nick Athans (Mai); 2. Dan Walker (Hon); 3. Bob Schulz (Yam).

## O.T.'s rip up Cycle Haven

**By Bob Alloy**

LONG BEACH, CA, JUNE 24

We really had a light turnout of Old Timers for our MX, probably because of the national race in Mammoth the following week. Anyway, 24 of us gallant Old Timers were treated to a new track with loads of whoop-de-doos, and some L-turns which required slowing down to a snail's pace in order to negotiate.

Marshall Jennings started things off in the Masters division by taking a clean sweep of things in moto one. Following Marshall was Blackie Lewis. The second moto was nicely won by Blackie, who ended up with first overall. Jennings then had second.

Senior Expert Ray Sanchez, hard riding fella that he is, just wouldn't share the winning position. He not only took first place in moto one, but turned around and took first place in the second moto. Talk about the luck of the Irish. Second place in moto one went to Norm Elledge, while second in the second moto was won by Doug Archibald. Doug looked great in those whoop-de-doos.

Breezy Allen did all the right things at the right time and as a result came out in first in the Expert division.

The key name in the Amateur division was Said. John Said clearly took both the first and second moto victories which entitled him to first overall. Al Close found a smooth line and just flew over all those rough spots to take second overall.

For the Novice division it was Dave Collins putting his Maico into the winner's circle for first in moto one. Bob Anderson certainly knew what to do in those whoop-de-doos and came through with a nice second. Taking third place honors was Bob Klatt. Moto two saw Klatt quickly moved up through the pack to take the first place. Collins came in second, and following Collins was Anderson.

### Results

MASTERS: 1. Blackie Lewis (Yam).
SR-EX: 1. Ray Sanchez (Yam); 2. Doug Archibald (Mai).
EX: 1. Breezy Allen.
AM: 1. John Said (Mai); 2. Al Close (Yam).
NOV: 1. Dave Collins (Mai); 2. Bob Klatt (Hus); 3. Bob Anderson (Yam).

## Sofka soars to SSM victory

**By Terry Whytal**

ORANGE, CA, JUNE 30

Showing tremendous improvement in the past few months, Can-Am rider Kurt Sofka finally bagged the big one by winning the 250cc Pro class over local rivals Andy Kirker (Yam) and Ron Blanton (Hon). "Mad Man Mark" Lawrence topped the Open Pro field with two outstanding rides and Scott Burnworth put his Suzuki into the winner's circle with the 125cc Pro overall win.

Ed Arnet put his Suzuki out front at the start of the first 250cc Pro moto with Yamaha rider Jim Domann close behind. Sofka came around at the end of the first lap in third followed by Maico-mounted Arden Hadley and Kirker. Hadley passed Sofka on the second lap but then went out with mechanical problems. Domann slipped off the pace and Sofka moved into second and Kirker into third. On lap six Sofka found the way into the lead, dropping Arnet back to contend with Kirker. Kirker kept the pressure on until Arnet fell and lost two positions. Kawasaki rider Matt Devich inherited third and held it to the finish while Kirker had to settle for second behind the smooth-looking Sofka.

Sofka was really pumped for the second moto and quickly jumped into the lead ahead of Arnet and Devich. Matt Zigeler had his Suzuki up in fourth with Kirker pushing from behind. Sofka wasted no time in establishing a good sized lead with Arnet trying desperately to keep within striking distance. Meanwhile the battle for third was getting furious with Devich and Zigeler trading the lead back and forth several times a lap and Kirker sticking a wheel in whenever possible. The fast pace soon began to tire Devich and Zigeler and they began to slow, giving Blanton time to close and pass, moving into third. Blanton quickly moved up to challenge Arnet, getting by a lap later and setting out to reel in Sofka. With three laps to go Blanton moved within striking distance but Sofka was really flying after seeing Blanton close and when the checkers came out Sofka was there first. Arnet finished third ahead of Kirker and Zigeler. Sofka was the overall winner taking home the lion's share of the purse while Kirker finished second and Blanton third.

Lawrence won both motos of the Open Pros with big leads and a lot of style. Brent Wallingsford rode his Husky to third place finishes in both motos to earn the second overall money ahead of Dale Lewis on a Maico.

Despite the tremendous charge put on by Suzuki rider Tony Gomez in the second 125cc Pro moto Scott Burnworth kept his Suzuki in front to collect the overall win with two firsts.

### Results

OPEN PRO: 1. Mark Lawrence (Yam); 2. Brent Wallingsford (Hus); 3. Dale Lewis (Mai).
250 PRO: 1. Kurt Sofka (C-A); 2. Andy Kirker (Yam); 3. Ron Blanton (Hon).
125 PRO: 1. Scott Burnworth (Suz); 2. Tony Gomez (Suz); 3. Tim Hines (Yam).
OPEN INT: 1. Alan Kent (Yam); 2. Jim Beltinck (Mai); 3. Dennis Cox (Yam).
250 INT: 1. Mike Eddy (Mai); 2. Craig Durfee (Suz); 3. David Chavez (Mai).
125 INT: 1. Doug Dubach (Yam); 2. Rick Nelson (Kaw); 3. Lyle Babi (Yam).
OPEN JR: 1. Craig Lauerterman (Suz); 2. John Larson (Suz); 3. Dave Vick (Hus).
250 JR: 1. Mike Casey (Yam); 2. Scott Paul (Bul); 3. Arthur Clever (Yam).
125 JR: 1. Ricky Martinez (Suz); 2. Tony Sullivan (Suz); 3. Mickey Tedder (Suz).
MINI BEG: 1. Scott Keyes (Suz); 2. Scott McElroy (Suz); 3. John Stuetzel (Yam).

125 BEG: 1. Jeff Scot (Suz); 2. Jon Nochls (Suz); 3. Stu Beauchamp (Suz).

# Klatt, Hames split Corona TT/HM

**By Elaine Jones**

CORONA, CA, JUNE 28

It was one of those nights when silly things happen but along with the crazies was some excellent racing.

Ross Klatt, aboard his new Premier Yamaha, served notice to Pete Hames that he is going after him. Add northern California ace Mike Garrison, Tommy Walton, and a few other good shoes and you have the makings of a contest. It was quick in coming with Klatt getting the holeshot on the Money TT followed by Walton, Garrison, and Hames. On the second lap Garrison slid out coming out of four and Hames moved to third. Klatt was flying and building a lead that was not going to be easily challenged. Walton had his hands full with Hames who was closing the gap with each lap and trying to find a line that would get him around Walton. Hames would get within striking distance only to have his low slung pipe hang him up in the turns. At the checkered it was Klatt going away, Walton and Hames.

On the Money half mile it was Hames who made the rules. The oval racing is where it's at for the "Semi Flash" and it took no more than the start of the race for him to prove it as he exploded into the lead with Klatt, Garrison and Mike Redding in hot pursuit. Redding held off Walton for two laps before he lost his line coming out of four and Walton got by. From there on out, although the racing was tight, the positions remained the same and it was Hames, Klatt and Garrison at the checkered.

Robert Pfetzing led the 125cc Amateur/Expert TT almost the whole race but it was a dumb mistake that blew it for him and he was the first to admit it. He misread the flags and pulled into the pits on the white flag. When he was informed of what he had done he compounded the error and instead of re-entering the track where he had left it he came through the pits and came back on at the starting line, thus eliminating any chance of catching up. The win went to Don Snider.

Pfetzing redeemed himself in the Open Amateur/Expert Half Mile. Bob Graves had the lead for one lap and then Pfetzing took over, paid attention to the flags and collected the win. Charlie Summers, who was the heavy favorite for the win, came to the line only to find his engine oil draining itself all over the track.

## Results

TT

MINI: 1. Roger Thompson (Yam); 2. Mike Kirby (Yam); 3. Curtis Cannon (Yam).

125cc AM/EX: 1. Don Snider (Suz); 2. Robert Pfetzing (Yam); 3. Jim Livingston (Yam).

250cc NOV: 1. David Vogel (Yam); 2. Rick Marckstadt (Yam); 3. Mike Coker (Yam).

250cc AM/EX: 1. Steve Karsten (Yam); 2. Mike Garrison (Yam); 3. Chris Chandler (Yam).

OPEN NOV: 1. Dave Miller (Yam); 2. Jeff Ziems (KTM); 3. Carl Koncur (Yam).

250cc MONEY: 1. Ross Klatt (Yam); 2. Tommy Walton (Yam); 3. Pete Hames (Yam).

HALF MILE

MINI: 1. Roger Thompson (Yam); 2. Mike Kirby (Yam); 3. Curtis Cannon (Yam).

125cc AM/EX: 1. Don Snider (Yam); 2. Jim Livingston (Yam).

250cc NOV: 1. David Vogel (Yam); 2. Rick Marckstadt (Yam); 3. Mark Coker (Yam).

250cc AM/EX: 1. Mike Garrison (Yam); 2. Chris Chandler (Yam); 3. Steve Karsten (Yam).

OPEN NOV: 1. Dave Miller (Yam); 2. Jeff Ziems (KTM); 3. Carl Koncur (Yam).

OPEN AM/EX: 1. Robert Pfetzing (Yam); 2. Bob Graves (Yam); 3. Charlie Summers (Yam).

250cc MONEY: 1. Pete Hames (Yam); 2. Ross Klatt (Yam); 3. Mike Garrison (Yam).


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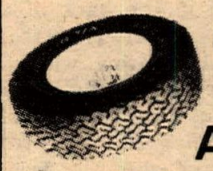

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Joe Lockhart leads Joe Nist during Corona 125cc Intermediate action.

Second 500cc Pro at CMC Ascot, Ron Jones leads a competitor.

## Hoyt hauls at Corona MX

**By Ron Lawson**

CORONA, CA, JULY 6

The usual large crowd of sportsman riders filed into Corona Raceway last Friday night for the R.A.C.E. motocross but the Pro classes were a little on the small side. But that just made it that much easier for Ted Hoyt and his YZ400 to storm the Open Pro class. He pulled both holeshots while Scott Wilkinson (Hon) followed with Paul Sedler (Yam) in tow. All the way to the end of the moto Wilkinson remained just out of striking distance and crossed the finish line still lacking a few seconds. The second moto went much the same way with Hoyt taking another win and Wilkinson following. The 125cc Pros were taken by Tim Hines (Yam), who inherited the first moto lead when Rick Rodgers (Kaw) fell. In the second moto, Rodgers came back to grab the win, but that was only good enough for second overall behind Hines. Vinnie DiPadova (Suz) was third.

The man who topped the 125cc Intermediate class was Mike Wilkinson (Suz), and he stormed both motos. He and Joe Lockhart shared the spotlight for the first few laps, but soon Wilkinson was all alone out in front. Fred Combs (Suz) was doing very well until he got out of shape on a rough section and found himself going off the track. He re-entered the course several turns later and that was a big mistake because, like most tracks, Corona has a rule that says when you leave the course you must come back in the same spot. Combs was moved all the way back to last place in the first moto where he had finished solidly in second. Ty Erguiagn (Suz) got the position instead with Joe Nist (Suz) and Pat Weber (Suz) following. Wilkinson again led every lap of the next moto while Erguiagn took second. Combs ran a less controversial race this time to finish third. Overall it was Wilkinson, Erguiagn, Matt Parks (Suz), Weber and Nist.

The 250cc Beginners were taken by Jim Mobley (Yam) after a long battle with Chuck Duran (Suz) who won the first moto. The two of them clashed in the second race with Mobley taking it by a hair.

### Results

MINI BEG: 1. Rich Galatioto (Kaw); 2. Chris Sparks (Kaw); 3. Steve Moorehouse (Kaw).
MINI BEG: 1. John Gersjes (Yam); 2. Tony Rohleder (Yam); 3. Paul Fernandez (Yam).
MINI NOV: 1. Danny Wawrzynaik (Yam); 2. Ron Bell (Kaw); 3. Otis Cecil (Kaw).
100 NOV: 1. Gary Clark (Yam); 2. Don Erguiaga (Suz).
100 BEG: 1. Pat Schreffler (Yam); 2. Jim Garcia (Suz); 3. Fred Howter (Suz).
125 BEG: 1. Mike Schexnyder (Yam); 2. Chuck Gettis (Yam); 3. Robert Tello (Suz).
125 BEG: 1. David Barnes (Suz); 2. Jamie Johnson; 3. Eric Dittner (Suz).
125 BEG: 1. Chuck Russell (Hon); 2. Eddie Warren (Yam); 3. Jeff Leckich (Yam).
125 NOV: 1. Steve Redding (Hon); 2. Doug Richards (Suz); 3. Larry Dimmitt (Suz).
125 NOV: 1. Scott Marrs (Yam); 2. Jeff Camarigg (Suz); 3. Tim Jones (Yam).
125 INT: 1. Mike Wilkinson (Suz); 2. Ty Erguiagw (Suz); 3. Matt Parks (Suz).
125 PRO: 1. Tim Hines (Yam); 2. Rick Rodgers (Kaw); 3. Vinnie DiPadova (Suz).
250 BEG: 1. Jim Mobley (Yam); 2. Chuck Duran (Suz); 3. David Bagby (Mai).
250 BEG: 1. Steven Simon (Hon); 2. Randy Sell (Suz); 3. Mike Sieve (Yam).
250 NOV: 1. Paul Schreffler (Hon); 2. Cosmo Daquila (Suz); 3. Jim Galatioto (Suz).
250 INT: 1. Dave Fernandez (Yam); 2. Todd Schaeffer (Kaw); 3. Greg Done (Hus).
OPEN BEG: 1. Davie Rees (Mai); 2. Ed Cavanrugh (Yam); 3. Bob Klobe (Yam).
OPEN NOV: 1. George Wehiman (Yam); 2. Ron Dugan (Yam); 3. Samuel Davis (Yam).
OPEN INT: 1. Ron Lawson (Suz); 2. Don Glover (Yam); 3. Michael Hair (Yam).
OPEN PRO: 1. Ted Hoyt (Yam); 2. Scott Wilkinson (Hon); 3. Paul Sedler (Yam).

## Ellis explodes at DeAnza MX

**By Ron Lawson**

SUNNYMEAD, CA, JULY 8

Don Hullett was again giving away contingencies courtesy of Hullett Dist. at DeAnza Cycle Park last Sunday, but this time U.S. Suzuki was in on the act too. They had a film crew from Denker Creative Services filming the Pee Wee races for segments of an upcoming public relations piece and were giving away loads of stuff to the junior MXers.

But Al Baker/Fullerton Yamaha rider Mark Ellis didn't pay much attention to what was going on with the Pee Wee track, he had his hands full racing the 250cc and Open Pro classes. In the first 250cc moto, he came off the line in the back of the pack while Clint Tarvin (Hon) and Mark Barnes pulled away with the lead. Barnes passed Tarvin on lap five and then Tarvin instantly fell victim to Ellis, who was coming on strong from the rear. Three laps later Ellis was in the lead and pulling away. Barnes held on to second while Philip Taboada (Suz) moved up into third ahead of Bob Stephenson (Suz) and Marty Smith (Hon). Moto two saw Ellis again come out of the hole poorly while Chris Tarvin (Hon) pulled a tremendous holeshot. Within one lap, however, Ellis was on top and again pulling away. Tarvin eventually faded back to seventh while the top five finishers placed the same as in moto one. Florence Manapany (Suz) was sixth.

In the Open Pro class, Ellis was the only rider to lead. Tom Karos (Suz) held second until a crash put him out of the running, then the position fell to Jim Lowe on a four stroke Honda. Eddie Michetti (Mai) chased Lowe for the remainder of the race, but then he too went down and let Roy Burton take third. The second moto had Ellis again in front all the way with Lowe following. Michetti and Burton got into a close dice for third with Burton on top at the checkered flag.

### Results

PEE WEE 1: 1. Prax Cruz (Suz); 2. Ron Wilt (Suz); 3. Rokie Hughes (Suz).
PEE WEE 2: 1. Newton Acevedo (Suz); 2. Robert Loftin (Suz); 3. Nathon Slater (Suz).
PEE WEE 3: 1. Michael Elmore (Yam); 2. Darren Hoopingarner (Kaw); 3. Jason Bell (Kaw).
MINI BEG: 1. Bradley Fay (Yam); 2. Ron Bell (Kaw); 3. Jimmy Palmer (Yam).
MINI NOV: 1. Leonard Robertson (Suz); 2. Rich Galatioto (Kaw); 3. Danny Wawrzyniak (Yam).
MINI INT: 1. Ty Maddux (Suz); 2. Skip Godinez (Kaw); 3. Rodney Phelps (Suz).
125 NOV: 1. Steve Cardillo (Suz); 2. Robert Tello (Suz); 3. John Hardwick (Yam).
125 INT: 1. Kenny Trask (Kaw); 2. Fred Combs (Suz); 3. Doug Davison (Suz).
125 EX: 1. Craig Gormley (Suz); 2. Keith Williamson (Suz); 3. Rick Stout (Suz).
250 BEG: 1. Mark Valentino (Kaw); 2. Kenneth Wolf (Hon); 3. Greg Raberg (Hon).
250 NOV: 1. Ken Miller (Yam); 2. Mike Ward (Suz); 3. Jimmy Hullett (Yam).
250 INT: 1. Vincent Gonzales (Suz); 2. Pat Taylor (Hon); 3. Mark Branch (Suz).
250 EX: 1. Mark Ellis (Yam); 2. Mark Barnes (Yam); 3. Philip Taboada (Suz).
OPEN BEG: 1. Ed Cavenaugh (Yam); 2. Brett Ramsay (Suz).
OPEN NOV: 1. Tim Holcombe (Yam); 2. Flash Gordon (Suz); 3. Thomas Aufrance (Yam).
OPEN INT: 1. Ron Lawson (Suz); 2. Vin Viola (Yam).
OPEN EX: 1. Mark Ellis (Yam); 2. Jim Lowe (Hon); 3. Roy Burton (Suz).
SR VETS: 1. Ron Brehm (Yam); 2. Paul Wilde (Yam); 3. George Anderson (Suz).
INT VETS: 1. Steve Symanski (Mai); 2. C. Maynard (Hus).
BEG VETS: 1. Jim McIntyre (Suz); 2. John Alton (Suz).

## Peterson pulverizes CMC Ascot MX

**By Tom Corley**

GARDENA, CA, JUNE 27

Now that the hot summer is here more and more people are starting to turn on to nighttime motocross racing. Tonight a rather large crowd of riders came out to participate in the Continental Motosports Club motocross event at Ascot Park.

The fastest of all CMC Pros have been on hand during the racing season and this includes the likes of Ron Turner, Tim Lunde and Todd Peterson. This time the honor went strictly to Peterson as he battled in both the evening's 125 and 250cc Pro races. He cleaned up rather easily in the 250cc class but had a good competitive battle for the 125cc Pro winnings. Todd won the first 125cc race but in the second round of action he found himself being severely penalized. The score girls lowered him to the second place spot because it was reported that he had executed a pass while the yellow flag was waving. What a bad break! Due to this the flying Mike Brown was in line for the overall bucks and put on a good display of racing. Peterson took home the second place dollars over Rodney Davidson, David Nakamura, Dave Hamada and Gregg Waldrup.

The high-flying TT jump at Ascot is really a strong point of the track. People really get off on that jump and sometimes in an awkward position. One case that quickly comes to mind is that of Pat Hawley, who races in the 500cc Intermediate class. The Orange County Suzuki racer was on the gas this evening and wiped everyone out in the first moto. Then in the second moto, Pat was wide-open and going fast over the monster TT jump when his front wheel raised up a little too far and consequently he flipped back. Needless to say he tweaked his Suzuki a bit and this included a bent silencer

and a messed up saddle. Because of the big crash, Corey Rudolph maintained the lead. The overall win fell into the hands of David Servais while Rudolph and his fine 4-1 score earned him second. Taking third was Hawley who had quite a wild night.

### Results

MINI JR: 1. Bill Eisenacher (Suz); 2. Lonnie Livingston (Suz); 3. Michael Buchanan (Suz).
MINI INT: 1. Skip Godinez (Kaw).
100 JR: 1. Rick Kramer (Yam); 2. Brian Bates (Yam); 3. Danny Matis (Yam).
100 INT: 1. Pat Hawley (Suz).
125 JR DIV 1: 1. Randy Sciarra (Suz); 2. Randy Okada (Suz); 3. Del Shamblin (Suz).
125 JR DIV 2: 1. Sean Gilboy (Suz); 2. Nick Larson (Kaw); 3. John McNohy (Suz).
125 INT: 1. Angel Montoya (Suz); 2. Steve Postlewaite (Suz); 3. John Chwastyk (Suz).
125 PRO: 1. Mike Brown (Yam); 2. Todd Peterson (Suz); 3. Rodney Davidson (Hon).
250 JR: 1. Ike Eisenacher (Hon); 2. Ronny Slavens (Suz); 3. Tom Truman (Suz).
250 INT: 1. Shawn Mahn (C-A); 2. Randy Rogers (Yam); 3. Daryl Hance (Suz).
250 PRO: 1. Todd Peterson (Hon); 2. Gregg Waldrup (Yam); 3. Pete Murray (DMG).
500 JR: 1. Guy Campbell (Suz); 2. Mike Jansen (Mai); 3. Doug Rand (Yam).
500 INT: 1. David Servais (Yam); 2. Corey Rudolph (Yam); 3. Pat Hawley (Suz).
500 PRO: 1. Shane McDonald (KTM); 2. Ron Jones (Hus).

## *Carlson, Infeld smoke CMC Speedway 117 MX*

**By Rod Eschenburg**

CHULA VISTA, CA, JULY 4

The Intermediates once again stole the show at Speedway 117 as "Wailin' Woody" Carlson went on another win binge in the 125cc class and Craig Infeld took a come from behind win in the 250cc class.

While Carlson was dominating the win spot a real good race went on for second and third with Scott Hamilton taking second off a 4-2 finish and new Intermediate Danny Jones squeaking in for third with a 5-3 finish. Hamilton was making his final start with CMC because he was moving to Colorado on the weekend, and Jones, after a shaky first moto, got into the swing of the faster competition in the second go 'round with another of his patented "Banzai" finishes.

In the 250cc Intermediates, Craig Infeld scored a come from behind tie-breaker second moto win over Mark Seymour with a 3-1 finish over Seymour's 1-3 effort. The spoiler was Paul Woods who led the second moto until the last lap before being passed by Infeld; Seymour tried for second all the way to the checker but to no avail, and came up short for the overall. Mark's little brother Ronnie, however, came up with the biggest win of his career as he upset favorite Terry Murray with a second moto tie-breaker win in the Mini Intermediates. Rounding out the evening on a rather short but good racing program was a fine two for two win in the 125cc Juniors by Don Seay; his first of the 1979 season.

### Results

250 PRO: 1. Kirk Grissom (Hon); 2. Stuart Widmark (Suz).
125cc PRO: 1. Chris Harold (Suz); 2. Tim Theodore (Suz); 3. Scott Meyer (Suz).
500 INT: 1. Randy Norman (Yam); 2. Jessie Santiago (Yam); 3. Tom Nimtz (Yam).
250 INT: 1. Craig Infeld (Hon); 2. Mark Seymour (Hon); 3. Paul Woods (Kaw).
125 INT: 1. Woody Carlson (Kaw); 2. Scott Hamilton (Suz); 3. Danny Jones (Kaw).
500 JR: 1. Bob Tuttle (Suz); 2. Nelson Olivieri (Yam); 3. Gary Anderson (Yam).
250 JR: 1. Ron Laffranchi (Hon); 2. Rick Grasser (Hon); 3. Bobby Baldwin (Kaw).
125 JR: 1. Don Seay (Suz); 2. Manny Leon (Suz); 3. Mike Grave (Kaw).
WOMEN'S OPEN: 1. Glenna Canaris (Yam); 2. Sally Brennan (Yam).
MINI INT: 1. Ronnie Seymour (Suz); 2. Terry Murray (Suz).
MINI INT: 1. David Crowson (Suz); 2. John Phillips (Kaw); 3. Larry Butler (Yam).


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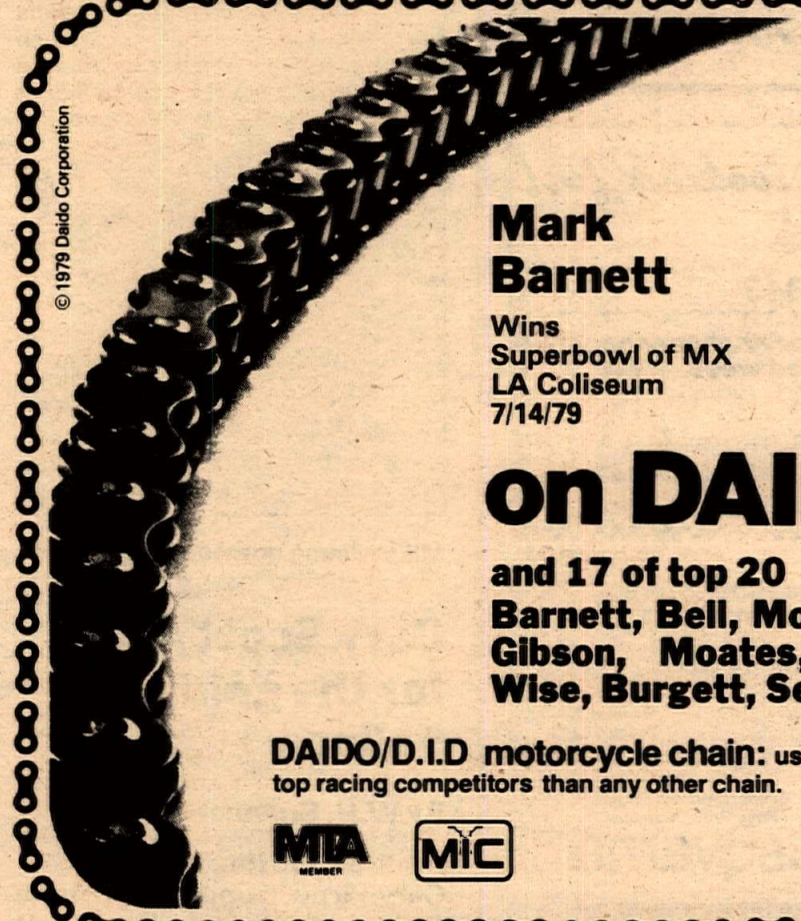

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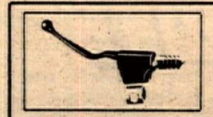

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# NORTHERN DATELINE

Mike Minnig grabbed the holeshot in the second Salinas heat, but Buddy Robinso

## Gary Scott goes for the gold at Salinas

**By W.H. Spencer**

SALINAS, CA, JULY 1

Gary Scott tripped out from Ohio with brother Hank and netted the largest single non-National payoff of his career at what was intended to be a States Championship, but turned out to be just a regular style half-mile when some of the states forgot to show up. Promoter Mike Johnson had invited what appeared to be a good line up of riders, with the Michigan Mafia against Ohio, Texas, California, Oregon and Washington. But when sign-ups finally got under way, only 15 Experts were on hand and referee Walt Masterson decided that a straight up show would suffice.

The Salinas Rodeo Grounds hadn't been used for Pro half mile racing in over a decade and the groundskeeper still evidently doesn't like motorcycles; he left one sprinkler too many on all night and turn two was a quagmire that broke up badly during the day and required much brooming.

With a $12,000 posted purse, the invited talent was about as good as any promoter could get without having a National. Time trials for the Experts and Juniors provided early afternoon entertainment with Sparky Edmonston playing chief timer with his trick wrist watch.

Scott Pearson holeshot the first heat from the pole but was soon replaced by the Scott brothers and U.S. Army Captain Mike Kidd. Kidd dispatched the Ron Woods Norton when it showed braking problems, and the KK Cycle special chased the Army home with Pearson in for fourth over Tom Berry, Wayne Rainey and Sonny Burres.

Mike Minnig took the pole for the second heat and holeshot Bouncin Bob's green light — but the green was soon replaced by a red flag when Buddy "BudMan" Robinson fell to the evils of turn two. The restart went to Rick Hocking on the H-D of Las Vegas Chris Armstrong machine and he took off, leaving Minnig and Robinson to hold off Skip Aksland, Mike Inderbitzen and Denny Briggs. Steve Eklund pulled off the race track, not liking the conditions too well.

Keith Day ran off with the first Junior heat after qualifying the Salinas Kawasaki/Suzuki Shop's H-D just a few ticks less than the unrestricted big boys. Rick Volk took second in a track battle with Jeff Allison and Charlie Summers. Fifth went to Craig Scroggins on a KR framed TT 500 monoshock.

n's crash brought out the red flag.

Kenny Robicheaux got right with the program, passing Brian Thompson's TT500 for a fine win in front of his hometown crowd. Thompson's single turned 27.2 for second fast qualifier at about a half second behind Day. Comments from riders were that the restrictors make the bigger twins feel sluggish off the turns but, with turns in the shape they were, you didn't want that beserko two wheeling hp, just nice smooth throttle control. Arlette Smith rode the H-D West scoot to a fine third over Dorothy Rowe while Dave Ryane and Steve Polson were seen wandering off to regroup for the main.

Gary Scott disposed of the trophy dash in relatively quick time, not even stopping for much of a presentation as the day grew long and the riders grew restless.

The green and white Keith Day NDsparked H-D was not to be challenged in the Junior main. Rich Volk did some fine passing to garner second in front of Ken Robicheaux who was trying different lines that just weren't to be used. The red flag came out with three laps left when Arlette Smith found Steve Polson all over the track and decided that she didn't want any part of either him or his bike. She threw the Harley away, bending it a bit, but luckily didn't hurt herself. Polson must have been having troubles: On the prior lap, he pulled a stuff job on Dorothy Rowe going into the first corner that nearly put the San Diego blonde into the fence.

Just about the time the Experts were about to start their own race, referee Walt Masterson came out of the office signaling all was go. A clean start was all G. Scott needed and it was a ho-hum affair of follow the leader. Skip Aksland had broken the gear box on his Mert Lawwill tuned machine and alternate John Hately moved into the lineup with not too much enthusiasm.

Mike Minnig kept up a real smooth pace for second while Kidd and Hocking appeared to be having a good battle for third along with Pearson and Robinson. Past the half-way mark, Hank Scott parked the Norton in turn three and signaled to older brother that it was a biggee. Eklund began to make some interesting moves and was passing through the pack, perhaps remembering how big the purse was. He finished sixth, just in front of the Cycle Engineering H-D of Budweiser sponsored Bud Robinson with Tom Berry beating Wayne Rainey and Burres. ●

## Results

EX MAIN: 1. Gary Scott (H-D); 2. Mike Minnig (H-D); 3. Mike Kidd (H-D); 4. Rick Hocking (H-D); 5. Scott Pearson (H-D); 6. Steve Eklund (H-D); 7. Buddy Robinson (H-D); 8. Tom Berry (H-D); 9. Wayne Rainey (Yam); 10. Sonny Burres (H-D); 11. Mike Inderbitzen (Yam); 12. John Hateley (H-D); 13. Denny Briggs (H-D); 14. Hank Scott (Nor).

JR MAIN: 1. Keith Day (H-D); 2. Rich Volk (Yam); 3. Kenny Robicheaux (Yam); 4. Brian Thompson (Yam); 5. Charlie Summers (Yam); 6. Craig Scroggins (Yam); 7. Dave Ryan (Yam); 8. Rocky Robinson (H-D); 9. Dorothy Rowe (Yam); 10. Steve Polson (Yam); 11. Arlette Smith (H-D); 12. Jeff Allison (Yam).

TROPHY DASH: 1. Gary Scott (H-D); 2. Mike Kidd (H-D); 3. Mike Minnig (H-D); 4. Rick Hocking (H-D).


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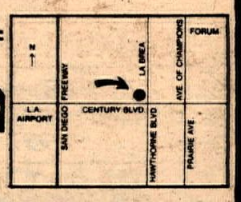


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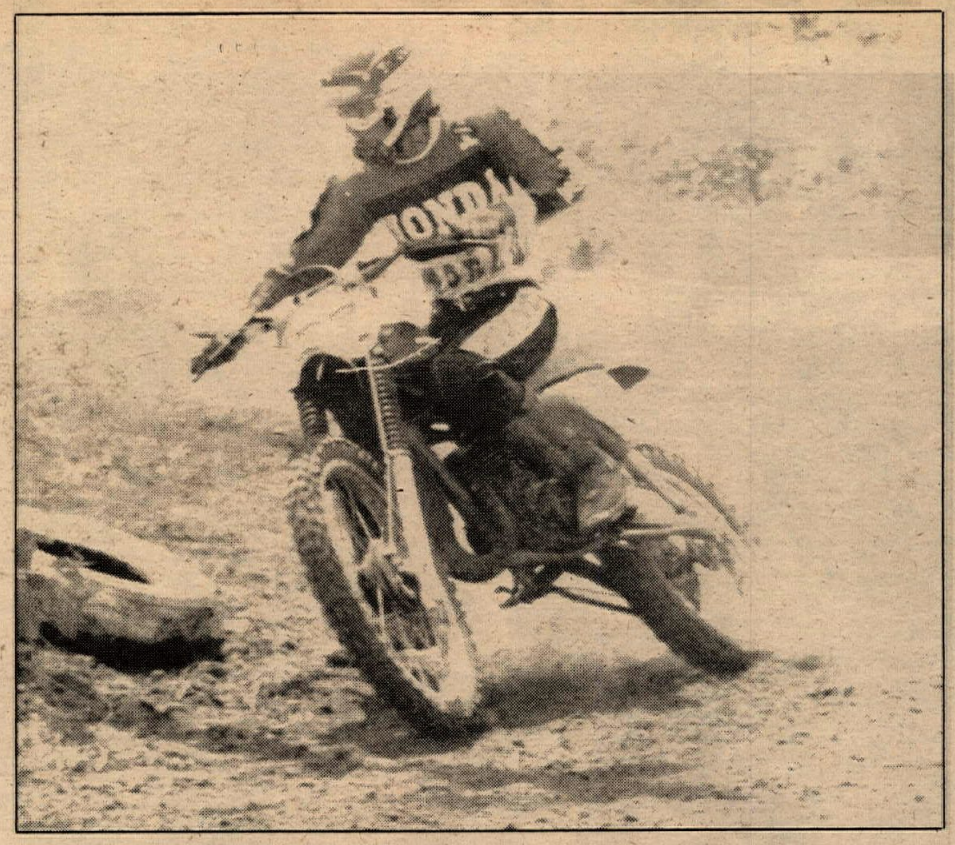
# Central Pipeline

Daniel Scott scrambles to the Mini Novice win at DIG.



Honda factory rider Ben Theriot locked into a win at Wichita.

## Durham opens DIG with a bang

**By W. Pravda**

ALBUQUERQUE, NM, JULY 1

The first race of the New Mexico Motorcycle Club drew some of the best riders from New Mexico and Texas to "DIG," a new track laid out over all natural terrain. Minis and Novices raced on a shortened track and the Amateurs and Experts got the full benefit of the New Mexico hills.

Experts better beware with the likes of Zip Macrae (Yam) and Brad Kelly (Yam) coming up from the Mini Expert wars. Zip won the Mini Expert and Brad won both the 105cc Expert and 0-200cc Novice with ease.

Desert racer Dave Davenport (Yam) decided to try motocross and took an easy win in the 250/Open Novice class.

With the best riders in the state signed up, the Expert classes were close. Gene Durham (Hon) took the first moto in the 125cc only to lose first in the second moto to his own protege, Everett Barry (Hon). Berry could only get to third in the first moto, and Durham took the overall win.

Durham got the holeshot in the first moto of the 250cc Experts only to be passed by Paul Wilson (Yam) and James Fastle (KTM). Wilson moved out to a comfortable lead with Fastle second and Durham third at the finish of the first moto. In the second moto Durham again got the holeshot and this time he stretched it out. Maby McIntyre (Yam) of El Paso, Texas worked the kinks out and stayed in second with Paul Wilson finishing third. Durham again took the overall.

In the Open Expert class Jim Hill on his new 420cc KTM got the holeshot but fell and was quickly passed by James Fastle (420 KTM), Maby McIntyre (Yam), Scott Edeal (Mai) and Eddie Wearden (Yam). McIntyre and Fastle diced it out for a few laps until McIntyre tried a daring pass and stuffed it inside Fastle. McIntyre held the lead to the finish with Fastle second and Kirby Houston (Yam) with a steady ride finishing third. In the second moto McIntyre took an early lead and held it for a comfortable moto win with Fastle again second and Jim Hill claiming third.

### Results

MINI NOV: 1. Daniel Scott (Kaw); 2. Ross Bond (Yam); 3. Ronnie Allen (Yam).
MINI AM: 1. Bruce Dueker (Yam); 2. Carl Ulibarri (Suz); 3. Scott Cooke (Yam).
MINI EX: 1. Zip Macrae (Yam); 2. Chuck Hartsfield (Kaw).
105 EX: 1. Brad Kelly (Yam); 2. Larry Gomez (Yam).
100cc: 1. Keirn Skinner (Yam); 2. Mike Whaley (Yam).
0-200 NOV: 1. Brad Kelly (Yam); 2. Ross Bond (Yam); 3. Lee Perea (Kaw).
250-OPEN NOV: 1. Dave Davenport (Yam); 2. Dan Newman (Yam); 3. Manuel Ulibarri (Mon).
125 AM: 1. Martin Callender (Suz).
125 EX: 1. Gene Durham (Hon); 2. Everett Berry (Hon); 3. Alen LeBow (Yam).
250 AM: 1. Richard Cothern (Mai); 2. James White (Suz); 3. Leslie Crable (Yam).
250 EX: 1. Gene Durham (Hon); 2. Paul Wilson (Yam); 3. Maby McIntyre (Yam).
OPEN EX: 1. Maby McIntyre (Yam); 2. James Fastle (KTM); 3. Kirby Houston (Yam).
OPEN AM: 1. John Cunningham (Yam); 2. Raymond Jackson (Yam); 3. Charles Hartsfield (Mai).
OVER 30: 1. Doyle Fincher (Mai); 2. Dave Scranton (Mai).
TROPHY EX: 1. Steve Skinner (Yam).

## Schultz and Staples earn KMSA bonus points

**By Dick Ainsworth**

DELAVAN, KS, JULY 1

Barry Holem's year long domination of the 125cc Expert class came to an end today as Tim Schultz emerged victorious after chasing Holem most of the year. Holem won the first moto with reasonable ease but Kurt Johnston took the lead in the second moto ahead of Greg Quador and Holem while Wes Kluckner, Frank Royce and a couple other riders piled up. Next lap Schultz moved up to make it a four-way battle for the lead and two laps later he and Holem got by Quador. On lap six Johnston stalled his bike and Holem took the lead but Schultz was on Holem's rear fender and really putting on the pressure. On the last lap Holem's bike went sour about 100 yards from the checkered flag; he got off and pushed it across the line for sixth as Schultz took the win.

The 125cc Junior show was also a thriller. Bruce Staples and David Kleusch put on quite a performance for the large crowd. In the first moto they battled back and forth all the way to the flag but Staples got by in the last corner of the last lap for the win. They set a blistering pace again in the second moto with Staples maintaining the lead on lap three for the overall.

There was a large turnout of fans and riders at this KMSA bonus points race with a big group coming all the way from Kansas City. August 5 is the last motocross of the year at the Delavan track, so if you've been planning on going but haven't yet, this will be your last chance.

### Results

OPEN EX: 1. Bud Lee (Yam); 2. Bob Jeter (Yam); 3. Robert Rawson (Suz).
OPEN JR: 1. Fred Wells (Suz); 2. Lindon McCall (Yam); 3. Lindon McCall (Yam).
250cc EX: 1. Brian Layton (Suz); 2. Tim Schultz (Yam); 3. Steve Hendricks (Yam).
250cc JR: 1. Richard Crawford (Yam); 2. Marty Crowley (Yam); 3. Kevin McGrew (Yam).
125cc EX: 1. Tim Schultz (Yam); 2. Kurt Johnston (Suz); 3. Barry Holem (Yam).
125cc JR (KMSA): 1. Bruce Staples (Suz); 2. David Kleusch (Suz); 3. Don Sleezer (Suz).
125cc JR (NON KMSA): 1. Paul Exposito (Yam); 2. Don Kornburst (Kaw); 3. Ron Howard (Yam).
100cc JR: 1. David Green (Yam); 2. Jim Hoover (Yam); 3. Tod Roberg (Suz).
MINI JR: 1. Jim Hoover (Suz); 2. Jim Rose (Suz); 3. Tim Payne (Suz).
MINI NOV: 1. Brian Emig (Yam); 2. Jared DeBoer (Yam); 3. Kent Strand (Yam).
125 NOV: 1. Mike Tucker (Yam).
250 NOV: 1. Mike Clegg (Yam).

## AMA Minicycle MX qualifier at Wichita

**By Dick Ainsworth**

WICHITA, KS, JULY 1

The Wichita Jeeps M/C has a very active schedule on tap for the riders in July. This was the lead-off event, an MX qualifier for AMA Mini-bikers, followed by the AMA National Championship Field Meet on July 7-8, and then an AMA Amateur short track qualifier on July 14-15.

The gas crunch is taking its toll, though; the turnout was a bit light even though riders did come from as far away as Texas, Louisiana, Illinois and Nebraska. Everyone that entered qualified for the AMA National to be held on August 4-5 at Otter Creek Park in Iowa. Fact is, if a few more riders would have shown up, they would have automatically qualified too. And they also would have received one of the large blue and silver trophies with a minicycle-motocross scene incorporated into it. The Jeeps had a total of 50 trophies for the riders.

Besides all the minicycles, there were also classes for the 100cc and 125cc motorcycles. The hot rocket from the factory Honda team, "Bullet Ben" Theriot of Louisiana, turned some super quick times on the well prepared Wichita track. He won the 125cc Schoolboy class a good distance ahead of Texan Steve Howard and Illinois' Tim Bouas.

### Results

83cc MODC (12 TO 14 YRS.): 1. Ronnie Warman (TX); 2. Mark Kohlenberger (IL); 3. Tim Bouas (IL).
106cc SCHOOLBOY: 1. Chris Wall (KS); 2. Steve Howard (TX); 3. Ben Theriot (LA); 4. Mark Kohlenberger (IL).
125cc SCHOOLBOY: 1. Ben Theriot (LA); 2. Steve Howard (TX); 3. Tim Bouas (IL); 4. Ronnie Warman (TX).

## Mike Erickson bombards Lincoln's Midwest Speedway

**By Dick Ainsworth**

LINCOLN, NE, JUNE 30

AMA Junior Mike Erickson pulled into Midwest Speedway with a Honda, two Buls and a Triumph and pulled out with the lion's share of the prize money at the end of the evening. Contesting all the flat track classes, he won three of them and took a third in the other.

This bi-monthly show is getting better and better: Crowds are increasing, more riders are entering, and Coors beer, Smashed Cycle Salvage and GP Sports have made major donations to the program in the form of trophies and prizes.

Kirk England took the lead in the Coors Beer Trophy Dash and led for three laps until Dave Coats got by on the inside in turn one. Bob Ramer took second on the last lap.

Rick Krutz took the Lightweight Hobby class lead for two laps until

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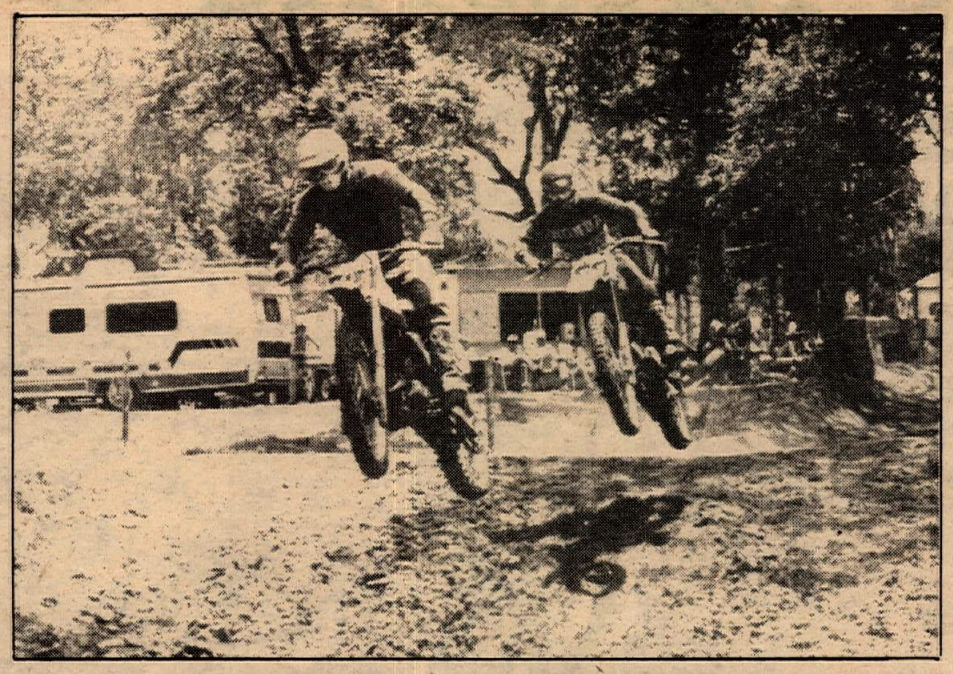
# Central Pipeline



(Above) Experts Carlo Musso (72) and Ben Theriot shake up the Conroe turf. (Below) Angie Scott (18) gets the "whole" shot in 9-11 mod. Int. action.

Steve Kuhl caught him. They went at it side-by-side for the rest of the final until the last lap when Steve fell.

Vern Goodwin led the Heavyweight Hobby class all the way while Greg McVey came from last to third only to lose it in the whoops and crash.

Mike Parker led Erickson, England and Kris Armentrout in the 125cc flat track final. These four riders stayed very close and on lap three Armentrout pulled a slick inside move to take the lead. A lap later England moved into second and when the white flag came out Armentrout and England were side by side. They battled to the end with Armentrout winning by only half a bikelength.

Erickson pulled a super holeshot in the 250cc final with England in second and Coats way back in ninth. By lap three Coats had charged up to third as Bob Ramer brought his old 200cc Bul into fourth. Ramer fell exiting a turn and two laps later Coats slipped by England for second. But nobody was about to catch the fast disappearing Erickson.

In the 500cc final Erickson again pulled off another super holeshot while "Old Weird Harold" Bradley and Ramer battled over second. Meanwhile, Steve Lortz and Al Urich fought over fourth. Erickson ran away with the win over Ramer while Lortz moved up to take third on the last lap.

John Rife put his Triumph in front of the Open final while Ramer and Erickson put on quite a battle for second. It turned into a three-way battle for the lead and on lap three Ramer took over. Next lap Erickson pulled up alongside Ramer and they went at it until Erickson edged into the lead. At the end, he took the win by two bikelengths.

Mike Parker parked his flat tracker, hopped on a motocrosser and ran away with the 125cc Stadium MX final. At one point he slowed down, as if he was having some kind of shifter or mechanical trouble, and Mike Drysen took over a lead that lasted for less than a lap. Parker took it back and won by a large margin.

Stewart Alley and Keith Nadrachal took the Open Stadium MX lead while Brad Bendy took the wrong line through the whoops and passed them both to take the lead! Bendy moved out from the field until Alley caught him and their race went down to the flag with Bendy winning.

## NMA Louisiana-Texas regional qualifier at Lake Conroe

### By Scott Holman

CONROE, TX, JUNE 23-24

Last minute signups swelled the entry list to 295 riders competing in the second Texas-Louisiana regional qualifier for the NMA National Championships to be held at Ponca City, Oklahoma in August. The rough sand whoops that characterize the Lake Conroe facility gave the riders a different kind of test as compared to the Wolf Creek track raced in the first qualifier the previous week. The Expert class was especially strong with several new riders joining the group, including Carlo Musso, the young Pro from New Orleans who raced so well in the Superdome last May.

Hailing from Denham Springs, LA "Bullet Ben" Theriot on his Honda World 125 Elsinore won both the stock and modified classes, fighting off a strong challenge from Musso. Theriot also came second to Jeff Edwards in the 250cc Expert, took second to Randy Hatten in the 100cc Expert Modified, won the 100cc Expert Stock and was fourth in the 105cc 12-16 Open class. This 14-year-old speedster will surely be a big name on the Pro circuit in a few years.

As the results show, many strong Mini riders were present. Bryan Taylor thrilled the crowd in all of the classes he ran, passing other riders in impossible places. Other standouts were Tim Butler, Angie Scott and Stacey Marek who passed from last to first place in one 100-yard stretch by outgassing everybody through the whoops on his Rose-Rich Yamaha in the 83cc Modified Intermediate 11 and under class. Danny Storbeck took several wins as did Carrol Richardson.

"Revin Kevin" Vaught won for the second week in the 250cc Intermediate class and Andy Murray and Rodney Wigginton won the 125cc Modified and Stock classes.

The weather partially cooperated; althought hot and humid until the last event the rain opened up on the 105cc classes, shortening the final moto. Next week's qualifier is once again at the fine Lake Conroe track and the final series race will be at Nacodoches in east Texas. Total series points will qualify the top 10 in each class to run at Oklahoma in August for lucrative prizes of motorcycles and support rides from Yamaha. ●

### Results

100cc MOD NOV: 1. Tim Butler; 2. Terry Thomas; 3. David Sherer; 4. Robby Wilson; 5. Chuck Dawson.

100cc MOD INT: 1. Bryan Taylor; 2. Greg Fouts; 3. Henry; 4. Jerry Skinner.

100cc MOD EX: 1. Randy Hatten; 2. Ben Theriot; 3. Scooter Stafford; 4. Steve Howard; 5. Vaughn Halfacre.

83cc STOCK NOV 9-11: 1. Danny Storbeck; 2. Kit Vick; 3. Bronlyn Ready; 4. Lorne Cox; 5. Yuri Kilion.

83cc STOCK INT 9-11: 1. Angie Scott; 2. Warren Dailey; 3. Skip Hiatt; 4. Billy Whitley.

83cc STOCK NOV 12+: 1. Casey Loftin; 2. Bo Pendley; 3. Baker; 4. Hardluck Pitts; 5. John Sturgis.

83cc STOCK INT 12+: 1. Bryan Abernathy; 2. Carroll Richardson; 3. Morris Troxell; 4. Jay Jones; 5. Glen Gibson.

83cc STOCK EX 12+: 1. Bryan Taylor; 2. Greg Fouts; 3. Wesley Wiggins; 4. Jaime Killion; 5. Floyd Robbins.

250cc NOV & INT COMB: 1. Kevin Vaught; 2. James Labarba; 3. Byron Chism; 4. John Stacy; 5. Jerry Pomilla.

250cc OPEN EX: 1. Jeff Edwards; 2. Ben Theriot; 3. Troy Rogers; 4. Randy Wallace; 5. Donnie Elmer.

100cc STOCK NOV: 1. Terry Thomas; 2. Robby Wilson; 3. Tim Butler; 4. Floyd Robbins; 5. Rick Green.

100cc STOCK INT: 1. Bryan Taylor; 2. Jimmy Braden; 3. Greg Fouts; 4. Jerry Skinner; 5. Henry.

100cc STOCK EX: 1. Ben Theriot; 2. Scooter Stafford; 3. Randy Hatten; 4. Jaime Killion; 5. Steve Farmer.

61cc MOD 6-8: 1. Dave Shade; 2. Ken Lightsey; 3. Tracy Chapman; 4. Jason Breaux; 5. Eric Stokes.

61cc MOD NOV 9-11: 1. Scott Thomas; 2. Charley Miller; 3. Jason Upshaw; 4. Scott Chesser; 5. Shane LeBlanc.

61cc MOD INT 9-11: 1. Mark Risha; 2. Bo Dougherty; 3. Peter Thornfield; 4. Danny Storbeck; 5. Johnny Jacobs, Jr.

61cc PEE WEE: 1. 1. Travis Motley; 2. Jason Breaux; 3. Russel Turkel; 4. Damon Cates; 5. John D. Lightsey.

125cc MOD NOV: 1. Tim Butler; 2. Bryan Holley; 3. Floyd Robbins; 4. Kenny Harris; 5. John Rodd.

125cc MOD INT: 1. Andy Murray; 2. Rodnet Wigginton; 3. Jerry Skinner; 4. Russel Gage; 5. Rodney Wallace.

125cc EX MOD: 1. Ben Theriot; 2. Carlo Musso; 3. Jeff Edwards; 4. Jerry Surber; 5. Steve Howard.

83cc MOD NOV 9-11: 1. Kit Vick; 2. Danny Storbeck; 3. Bo Doughtery; 4. Brandyn Ready; 5. Tommy Wayland.

83cc MOD INT 9-11: 1. Angie Scott; 2. Stacy Marek; 3. Skip Hiatt; 4. Billy Whitley; 5. Warren Daily.

83cc MOD INT 12+: 1. Bryan Abernathy; 2. Baker; 3. Carrol Richardson; 4. Jay Jones; 5. Darren Howton.

83cc MOD EX 12+: 1. Greg Fouts; 2. Bryan Taylor; 3. Wesley Wiggins; 4. Floyd Robbins; 5. Alley Semar.

83cc MOD NOV 12+: 1. Casey Loftin; 2. Hardluck Pitts; 3. Bo Pendley; 4. Baker; 5. Brian Holley.

125cc STOCK NOV: 1. Tim Butler; 2. Doug Leasure; 3. Kenny Harris; 4. Johnny Koudelka; 5. John Rodd.

125cc STOCK INT: 1. Rodney Wigginton; 2. Andy Murray; 3. Kevin Vaught; 4. Jimmy Braden; 5. Russ Gage.

125cc STOCK EX: 1. Ben Theriot; 2. Carlo Musso; 3. Scooter Stafford; 4. Steve Howard; 5. Jeff Edwards.

61cc STOCK 6-8: 1. Dave Shade; 2. Kenneth Lightsey; 3. Jason Breaux; 4. Travis Motley; 5. Tracy Chapman.

61cc STOCK NOV 9-11: 1. Yuri Killion; 2. Scott Chesser; 3. Scott Thomas; 4. Jason Upshaw; 5. Joe Ebers.

61cc INT STOCK 9-11: 1. Danny Storbeck; 2. Bo Doughtery; 3. Mark Risha; 4. Angie Scott.

105cc MOD OPEN 9-11: 1. Danny Storbeck; 2. Skip Hiatt; 3. Warren Daily; 4. Stacy Marek; 5. Peter Thornfield.

105cc MOD 12-16 OPEN: 1. Chuck Dawson; 2. Wsley Wiggins; 3. Carroll Richardson; 4. Ben Theriot; 5. Morris Troxell.

# CALENDAR

## CHAMPIONSHIP EVENTS

### AMA Winston Pro Series

| | |
|---|---|
| 7/21 | TT/Cardena, CA |
| 7/29 | Mile/DuQuoin, IL |
| 8/3 | ST/Sana Fe, IL |
| 8/5 | TT/Peoria, IL |
| 8/12 | RR/Pocono, PA |
| 8/19 | HM/Des Moines, IA |
| 8/25 | Mile/Indianapolis, IN |
| 8/26 | Mile/Indianapolis, IN |
| 9/2 | RR/Loudon, NH |
| 9/9 | Mile/Syracuse, NY |
| 9/16 | Mile/Meadows, PA |
| 9/23 | Mile/San Jose, CA |
| 9/29 | HM/Gardena, CA |

### AMA/Toyota Supercross Series

| | |
|---|---|
| 11/10 | Anaheim, CA |

### AMA National Motocross 125/250/500cc

| | |
|---|---|
| 8/5 | 125/500cc MX Houston, TX |
| 8/12 | 125/500cc MX Binghamton, NY |
| 8/19 | 125/500cc MX Charlotte, NC |
| 8/26 | 125/500cc MX St. Petersburg, FL |

### AMA National Enduros

**Eastern Region**

| | |
|---|---|
| 8/12 | 100mi Nat'l Ithaca Dirt Riders New York |
| 9/30 | 100 mi. Nat'l Columbia Enduro Riders South Carolina |
| 11/14 | Twin States Nat'l W. Kentucky Trail Riders Kentucky |

**Central Region**

| | |
|---|---|
| 8/18-19 | 400 mi. Jack Pine Nat'l Lansing M.C. Michigan |
| 10/7 | Black Coal Nat'l IN, IL, KY, Enduro Riders Indiana |

**Western Region**

| | |
|---|---|
| 10/7 | 100 mi. Nat'l Double Crossers M.C. California |
| 10/14 | 100 mi. Nat'l Prairie Dawgs M.C. New Mexico |
| 10/21 | 125 mi. Nat'l Mt. Baker M.C. Washington |
| 10/28 | 100 mi. Nat'l Far West M.C. California |
| 11/14 | 100 mi. Nat'l Redding Dirt Riders California |

### FIM/AMA International Events

| | |
|---|---|
| 7/22 | 125cc USGP Lexington, OH |
| 7/29 | 250cc USGP New Berlin, NY |
| 8/5 | F-750 Road Race Monterey, CA |
| 9/16 | Olympiad, Orange, CA |

### Trans-USA Series

| | |
|---|---|
| 9/23 | Lexington, OH |
| 9/30 | Buchanan, MI |
| 10/7 | New Berlin, NY |
| 10/14 | Atlanta, GA |
| 10/21 | Sonoma, CA |

### 125cc World Championship Motocross

| | |
|---|---|
| 7/22 | USA |
| 8/12 | Spain |

### 250cc World Championship Motocross

| | |
|---|---|
| 7/29 | USA |
| 8/5 | Finland |
| 8/12 | Bulgaria |

### 500cc World Championship Motocross

| | |
|---|---|
| 7/29 | Holland |
| 8/5 | Belgium |
| 8/12 | Luxembourg |

### World Championship Observed Trials

| | |
|---|---|
| 7/15 | Italy |
| 8/19 | Sweden |
| 8/26 | Finland |
| 9/16 | Czechoslovakia |

### International six Days Trial

| | |
|---|---|
| 9/10 | W. Germany |

### Trophee Des Nations

| | |
|---|---|
| 9/9 | Stockholm, Sweden |

### Motocross Des Nations

| | |
|---|---|
| 9/2 | Finland |

### Tourist Trophy World Championship Road Racing

| | |
|---|---|
| 8/18 | 50th Ulster GP/Ireland |

### Road Racing World Championship Grand Prix

| | |
|---|---|
| 7/22 | Swedem |
| 7/29 | Finland |
| 8/12 | England |
| 8/18 | Czechosovakia |
| 9/2 | France |

### World Championship F750 Road Racing

| | |
|---|---|
| 7/22 | Austria |
| 7/29 | Canada |
| 8/5 | USA |
| 9/16 | Holland |
| 9/16 | Belgium |
| 9/23 | W. Germany |
| 9/30 | Yugoslavia |

### European Endurance Championship

| | |
|---|---|
| 9/30 | England |

### AMA/NATC Nat'l Trials

| | |
|---|---|
| 8/26 | Arizona |
| 9/1 | Oregon |
| 9/3 | California |

### S.C.O.R.E. Off Road Racing

| | |
|---|---|
| 8/24-25-25 | Off-Road World Champinships Riverside, CA |
| 11/9-10-11 | Baja 1000 Baja, CA |

### 1979 National Dragbike Racing Schedule

| | |
|---|---|
| 8/17-19 | Summer Nationals Washington, DC I.D.B.A. |
| 8/18-19 | Goldenstate Classic Fremont, CA DRAGBIKE |
| 9/3 | U.S. Nationals Indianapolis, IN NHRA |
| 9/21-23 | Fall Nationals Seattle, WA NHRA |
| 10/5-7 | World Finals Ontario, CA NHRA |
| 10/15-21 | World Finals Gulf, MS I.D.B.A. |
| 10/26-28 | Wheels of Fortune Classic Las Vegas, NV DRAGBIKE |

## EVERY WEEK

### Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. First race 7:30 p.m. Sign up 5-6:30, prac. 6-7 p.m. Entry $10. 150% Pro p.b. CMC license req. Trophies awarded Sptsmn class. Adults watch for $3.50, Jrs. $2.50, kids $1.50. 714/557-3323, 213/323-5055.

CMC STADIUM STYLE MX
Fremont Raceway, Fremont, CA. All new track layout & surface + Supercross type drop back start gate. All classes. Entry $8/$10. Spectators $2, pit pass $1. Open 5 p.m., prac. 6:30, race 7:30. 415/355-4760, 651-2545.

CMC MOTOCROSS
Chula Vista, California. Speedway 117. Take I-5 or 805 S. from Chula Vista to Jct. 117, go E. 5½ mi. across from Brown Field Airport. Prac. 6-7 pm, sign-up 4:30-7 pm, 1st race 7:30 pm. Entry $10. 150% Pro p.b. Trophies Sptsmn. Spec. $3.50, under 14 $1.50. CMC license required. Info: Speedway 117, P.O. Box 995, Chula Vista, CA 92011. 714/420-7414.

### Thursday

AMA CLASS A SPEEDWAY
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. First race 8:00 p.m. Sign up 5 p.m. Adults watch for $3.75, Jrs. $2.50, kids $1.50, under 9 yrs. free. 213/321-5323, 323-5055.

## WASHINGTON

AMA MOTOCROSS
Bellingham, WA. Exit 255 1 mi. E, L on Hannogan Rd., 1 mi. Mini thru Open classes. Entry $5.50. Mt. Baker MC, PO Box 132, Bellingham, WA 98225. 206/733-1694.

### Friday

## CALIFORNIA

AMA NIGHT SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gates open 4:00 p.m., prac. 6:15, race 7. 415/634-3328, 634-1667.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Shwo Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Excelsior Rd., S of Mather AFB, Sacto, CA. Gates open 5 p.m., prac. 6, race 7:30. Nov/Int/Pro & Ex 125, 250 & Open in each class. Separate races for Vets, OT & Minis. Pro-Ex cash. 30% brass awarded every race night. 150% Pro p.b. Entry $8. 916/363-2653.

SPEEDWAY
Costa Mesa, California. Orange County Fairgrounds. 8 pm. Info: 714/492-9933.

## WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

## TEXAS

NIGHT MOTOCROSS
Mosier Valley Night MX, EUless, TX. 8:00 p.m. 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 214/241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8 Am/$15 Ex. Prac. 6:30, race 8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Races 8 p.m. 713/482-7593.

### Saturday

## CALIFORNIA

SHORT TRACK & TT SCRAMBLES
Perris Raceway, Perris, CA. Hwy. 74 to Ellis Ave., turn west ¼ mi., right on Burton Rd. Beginner thru Pro classes. Entry memb. reg. $3. Money race $6/p.b. $5. Free camping. P.R.C., PO Box 1294, Perris, CA 92370. 714/657-4897.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT SCRAMBLES RACES & MX PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd., Cash purse to Experts. 40% trophies to Sptsmn. class. For info: 714/674-2646, 676-4718.

OPEN AGAIN!

## WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

PARA MOTOCROSS
Mtn. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes. Gate open 8 a.m., prac. 9, race 10. Entry Pee Wees $5/Nov $6/Int $6.50/Pros $10. 100% Pro p.b. For info: PARA, PO Box 365, Sandy, OR 503/666-9438, 668-4851.

AMA TT
Bellingham, WA, exit 255 off I-5, 1 mi. E on Hannegan Rd., 1 mi. 80/125/250/750cc classes. ¼ mi. Semi Pro TT. Entry $6.50. Mt. Baker MC, PO Box 132, Bellingham, WA 98225. 206/733-1694.

## OREGON

MOTOCROSS
Sandy, Oregon. Hwy. 211 Exit out of Sandy to Bornsted Rd. Follow signs. All classes. Gen. ad. $3.50. Entry Pee-Wee $5, Nov. $6.50, Inter. $6.50, Pro $10. 100% Pro p.b. Series trophies ea. class. Gate 8 am, prac. 9 am, race 10 am. Info: Mt. View Cycle Park, P.O. Box 365, Sandy OR 97055. 688-4851.

### Sunday

## CALIFORNIA

TT/MX/SPEEDWAY PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2646, 676-4718.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to minis & pee wees. Entry $12 Ex., $7 Sptsmn. Non-memb. add $2. Memb. not req. Pk open Sat. & Sun. for prac. Gates open 7 a.m., prac. 8:30, race 9:30 a.m. Free camping. 714/635-5840, 653-7979, 653-4558.

## TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room 713/458-0090.

## WASHINGTON

CMC NORTHWEST MX
Seattle International Rcwy., Kent, WA. 5 mi. E of Auburn on H-18. All classes. $1000 purse every week. $2000 in Amateur prizes. Fall $10,000 series. Entry $8 Am, $13 Pro. 206/631-1550.

### July 19

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, CA. Corona Raceway. 91 Fwy. at Buchanan. All classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new mem. Open 5:30, prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

### July 20

AME SUMMER SERIES MX
Indian Dunes, Valencia, CA. Post entry 19 Sptsmn., $12 Pros. Pro p.b., 30% brass. Prac. 7:00 p.m., race 8. All classes. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $7. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

GARDENA GOLD CUP HALF MILE
Ascot Park, Gardena, CA. $3000 purse. First race 8:00 p.m., time trials 7 p.m., sign up 5 p.m. 18 events for AMA Expert/Junior/Novice riders. Adults $5.50; kids 9-12 $2.75; under 9 yrs. free. Free parking for motorcycles. 213/321-5323; 323-5055.

### July 21

AMA WINSTON PRO SERIES NATIONAL TT
Ascot Park, Gardena, CA. $20,000 purse. First race 8:00 p.m., time trials 6:30 p.m., sign up 3-5 p.m. 10 events. Adults $8.50; kids 9-12 $4.25; under 9 free in gen. adm. Reserved seats $10/$5 under 12 at any Ticketron outlet. 213/321-5323; 323-5055.

SUNNY VALLEY TT
Sunny Valley, OR. 11 mi. N of Grants Pass, then west on Leland Rd., off I-5 interchange. All classes. Entry $3 1st bike; $4 2nd bike; $2 pit pass. Sign in 5-6:30 p.m., prac. 5:30-6:30, races start 7:00 p.m. No late practice. 100% p.b.; money race. 503/479-8775; 479-2405.

AMA SEMI-PRO SHORT TRACK
14 mi. S. of Chico, California. Cycleland Speedway. Class C traction. Classes: All mini, 1-500. Gates open 4:30 pm, sign-up 5-7, prac. 5:30-7, race 7:30. Spec. $3, Under 12 $1, Rider $6, 2nd bike $3, Semi-Pro $3. 100% Exp. p.b. D-36 rules apply. Info: 916/342-6851 or 342-9302.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Entry $8, Pro $11. Pb to pros, 30% brass. Prac. 7 p.m., race 8. AME lic. req'd. Free O/N camping. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Sprockets Park, Bakersfield, CA. Post entry $9. Gates open 6 pm, prac. 7 pm, race 8 pm. Free o/n camping. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

NIGHT MX/SDRA
Star Track. From downtown El Paso, take I-10 N. to Mesa Exit. Left (West) on Mesa to NM 273 (Dead end at Santa Teresa Country Club). Right on NM 273 for 2 mi. Star Track on the right. Fees Mini-mini $5, Ex. $9, all others $7. Gate fee $2. 1979 SDRA membership required @ $15. Gate opens 4:30, prac. 5:30, 1st race 7:00. $300 purse. $100 per class, 7 riders per class minimum. 100% p.b. for less than 7 riders. Restrooms, prepared track, gate open for ONers. 239 Alvarez, El Paso, TX 79932.

MOTOCROSS SCHOOL
Sunrise Valley Cycle Park, 1 mi. N of Adelanto, CA ON Hwy. 395. All classes welcome. Entry $15. Instructor George Spellman. For info: 714/887-1556.

MOTOCROSS
Tucson, Arizona. Saguaro Raceway. Riders $8, Pros $15. Gates open 4 pm, Prac. 5 pm, race 7 pm. Spectators $3. Info: Saguaro Raceway, 2756 S. James Place, Tucson, AZ 85730. 602/296-4971.

### July 21-22

AMA AMATEUR SHORT TRACK NATIONAL QUALIFIER
Elsinore Raceway, Elsinore, CA. S from Corona on Hwy. 71, L at Lagonia St. (btwn. Main St. & Railroad Cyn. Rd.). All classes plus minis, sidehacks. 2-day event-ride both for overall pts. New ⅛ mi. short track. Open 6:00 a.m., prac. 8, race 10. Primitive camping avail. Sat. nite TT races. Sunday special-Lightweight reunion & special Sr. race (over 30 yrs.) + Pro celebrities. For info: Lightweights MC. 213/371-7356; 714/674-2646.

SRAC MOTOCROSS
Berthoud, CO. 40 mi. N Denver on I-25 at Berthoud exit, backtrack E exit Rd. 1 mi. to underpass. $1500 guaranteed Pro purse. Sat: Minis/Nov/100cc/50cc; sign up 8:00 a.m. Entry $10, race 10 a.m. Sun: All Pros/Am/Vets; sign up 8:00 a.m. Entry $20 "A"; $10 "B", race 10:00 a.m. Gate open both days 7:00 a.m. For info: D.E. Burgener, V.D.R., 4233 Grand Teton Rd., Greeley, CO 80631. 303/494-7303 after 5 p.m.

### July 22

DeANZA HILLCLIMB
DeAnza Cycle Park, 10 mi. East of Riverside on Hwy. 60, take Theodore off-ramp. Super Hill, stock & modified classes. Silencers & kill switches required. Sign up 7-9 a.m. Entry $6. Info: 714/653-5840 (eve) 714/653-7979 weekends.

AME/ELKS CEREBRAL PALSY BENEFIT MX
Spillway Park, Santa Maria, CA. U.S. 101 to Broadway turn off, follow signs. 100% proceeds to Elks West Central Coast District Cerebral Palsey Benefit. 50% trophies to all classes. AME dble. pts. Contingency prizes. All classes plus OT/OTHG/Women div/Sidehacks. Entry $10. Sky divers; free camping; band & Bar-B-Q Sat. nite. Sign up 6:30 a.m., first moto 9 am. Gate fee $3. For info: Gene Dunn, 805/937-4043; 937-6171.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

MOTOCROSS
Clarkia, Idaho. 85 miles S. of Spokane, Wash. 50-Open, Am. & Pro. Entry Am. $8.50, Pro. $10.50. 100% p.b. to Pros. Am. trophies only. Prac. 10 am, race 11 am. Info: Fossil Bowl, Box 113, Clarkia, ID 83812. 208/245-3670.

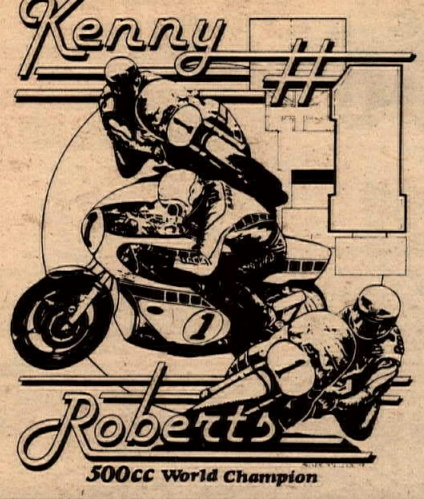
D-36 SAND HILL/ARGYLL MOTOCROSS SERIES
Argyll Park, Dixon, CA. Starting gate at both tracks. Riders must race all 6 events to qualify for final trophies & prizes. Moped awarded to 2 largest pt. paying class winners. Contingency prizes at each event. No riders ins. Mini thru Open & PP classes. Gates open 6:30 a.m., sign up 7, prac. 8:15, race 9. Entry: Sptsmn. $11, Ex. $15-80% p.b., spectators $4. For info: 916/678-3592; 678-9956.

MRA ROAD RACE
Woody Creek Raceway, near Aspen, CO. For info: Sandy Lillie, 305 Hawthorne, Boulder, CO 80302.

SRA GRAND PRIX
Carlsbad Rcwy., Carlsbad, CA. Palomar Airport Rd. off 405 Fwy. All classes. 1st of a dual GP-2nd GP is 7/29 at Elsinore Rcwy. Start pins, finisher bars. Total of both races will determine winners. 35% brass. Entry $12 mail or post. SRA memb. req. Prac. 8 a.m. 1st race 9:15 a.m. Gates open 6:00 a.m. No o/n camping. SRA, PO Box 1048, Cypress, CA 90630. 714/828-1358.

ZAP/CMC MOTOCROSS
Crown Nine MX Park, Pescadero, CA. All classes plus minis, Vets & OT. Sign up 9 a.m., prac. 9. Entry $9/$15. 30% brass, 100% Pro p.b. Gate $3. Under 10 yrs. $1. O/N camping $1. Mufflers req. 415/355-4760; 355-1331.

# WEAR THE BEST

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Men's Beefy-T (orange shirt), design on front & back - *S, M, L, XL* . . . . . $8.00
Men's Beefy-T, (black shirt) front design only *S, M, L, XL* . . . . . $7.00
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Houston TT and Short Track T-Shirts in full color - Adult only *(S, M, L, XL)* $7.00
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100% trophies to Minis & Pee Wees-50% trophies to Vets
Plus 30% trophies to Sportsmen—same day brass
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Free overnight camping—pay once, stay all weekend
Gate opens 6:30 — Practice 8:30 — Race 9:30
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CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
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LAKE ELSINORE RACEWAY
Every Sat. Nite TT
Every Sunday Motocross, TT, and Speedway Practice
On Highway 71, off at Lagonia St.
Between Main St. & Railroad Cyn. RD.
for info: 714-674-2646 or 676-4819


ARRA ROAD RACE
Ontario Motor Speedway, Ontario, CA. San Bernardino Fwy. to Ontario. GP, Prod., Cafe, 4-stroke GP classes. Prize money! Trophies & med. ins. Entry $18 & $9 pre entry; $22 & $11 post entry. Pat Manning, 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

CHAPARRAL MOTOCROSS
Chaparral MX Park, Weatherford, TX. Split schedule. Nov/Minis/OT run in a.m. Ex/Int run p.m. Expert cash purse, trophies for others. Entry Nov/Int $8; Ex. $10; $2 gate fee. $4 to watch. For info: 817/284-4420; 441-9441.

PARA/WASHOUGAL MX
Camas Hwy. E of Vancouver, WA to Washougal, WA. Follow signs. Gate open 7 a.m., race 10 a.m. Entry $8 Jr/Nov; $13 Pros. $3.50 gate fee. 100% Pro p.b. by moto down 8. 30% brass. For info: PARA, 7100 S.W. Hampton, Suite 121, Tigard, OR 97223. 503/620-5301.

AME MOTOCROSS
Indian Dunes, Valencia, CA. AME lic. req. Post entry only $9/$13. Gates open 7, prac. 8, race 9:00 a.m. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

RACING WORLD MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. Pro p.b., 30% trophies. Entry $7 Mini, Beg., Sptsmn, $12 Pro. No membership required. Prac. 8 a.m., race 9:30. Marty Smith course 714/581-6400.

CRC/IRC TRI RACE MX SERIES
Saddleback Park, Orange, CA. $1500 Pro purse. $1000 Sportsman gift certificates. Entry fee $10/$20 Pros. For info: 213/830-7519.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to minis & pee wees. Entry $12 Ex., $7 Sptsmn. Nonmemb. add $2. Memb. not req. Pk open Sat. & Sun. for prac. Gates open 7 a.m., prac. 8:30, race 9:30 a.m. Free camping. 714/635-5840, 653-7979, 653-4558.

MOTOCROSS
Cycle Haven Park, Long Beach, CA. Across from LB Naval Base, 1 blk E of Vincent Thomas Bridge. All classes + Vets. 33% brass. Giant trophy for 1st place riders. Sportsman entry $10, Pros $14. Gate opens 6:00 a.m., sign up 6:30-8:30, race strats 9.00. Half time drawing for prizes. 213/547-1818.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail,, $15 post. Mail entry to: CMC, P.O. 1402, Costa Mesa, CA 92626. 714/557-3323.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday — starts at noon. FOR INFO: Nick Brasevich, 15224 7th St., Victorville, CA 714/235-7339.

MMA DRAG RACE
Sacramento Raceway, Sacramento, CA. Seven racing brackets for trophies. 1st, 2nd, 3rd place trophies each race category. Gates open 8:00 a.m., tech. ins. closes at 1:30 p.m. Everyone welcome to race. Admission $5 pit pass. MMA, 2202 16th St., Sacramento, CA 95818. 916/442-4727.

KMSA MOTOCROSS
Atwood, KS. 7 mi. N on Hwy. 25. Minis thru Open classes. Prac. 10:00, races 1:00 p.m. 50% gate p.b. Entry Jr. $5, Pros $7. KMSA bonus pts. For info: 913/626-9945.

AMRA MOTOCROSS
Kincaid Park, Anchorage, Alaska. Go to end of W. Dimond until on Kincaid Loop, 1st left. All classes, minis too. Novice trophies, Expert pay back. Minis $5/Nov. $10/Ex. $15 entry. Sign up 9-11 a.m., race at noon. AMRA memb. req. For info: Edwin Sims, P.O. Box 5-323, Ft. Richardson, Alaska 99505. 907/344-8229.

D-36 SCRAMBLES
Salinas Airport, Hwy. 101 & Airport Blvd., Salinas, CA. All classes plus minis. 100% Ex. p.b. Entry $6. Prac. 10:30 a.m., race noon. For info: Bob Rosa, 84 Carlton Dr., Monterey, CA 93940. 408/899-2401; 394-8225.

## July 22-27

DONNER TRIALS SCHOOL
Donner Ski Ranch, Norden, CA. Instructors Mark Eggar & Norm Sayler. Five day schools include lessons, riding privileges, meals & sleeping accommodations. Reservation deposit $25. For info: Donner Trials School, Donner Ski Ranch, PO Box 66, Norden, CA 95724. 916/426-3578.

## July 23-24

RUSS DARNELL MX SCHOOL
Saddleback Park, Orange, CA. 2 day school. Entry $40 per student/$10 deposit. For info: Russ Darnell MX Schools, 9225 Telfair Ave., Sun Valley, CA 91352. 213/767-1854, 367-1722.

## July 26

R.A.C.E. HALF MI & TT
Corona, California. Corona Raceway. 91 Fwy. at Buchanan, off on Pierce to Magnolia, rt. to Buchanan. Turn rt. All classes + sptsmn. & Pro. 30% trophies. P.b. on $5. Entry $6, $5 Spts.n. Open 5:30, prac. 6:30, race 7:30. Info: P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

## July 26-27

RUSS DARNELL MX SCHOOL
Indian Dunes, Valencia, CA. 2-day school. Entry $40 per student/$10 deposit. For info: Russ Darnell MX Schools, 9225 Telfair Ave., Sun Valley, CA 91352. 213/767-1854, 367-1722.

## July 27

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. Cash to Pros. Sign up 6 p.m., prac. 6:30, race 8 p.m. 30% brass to Sptsmn. Entry $8/Pros $13. 213/830-7519.

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, CA. Corona Raceway. 91 Fwy. at Buchanan. All Classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new mem. Open 5:30, prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

## July 28

SUNNY VALLEY TT
Sunny Valley, OR. 11 mi. N of Grants Pass, then west on Leland Rd., off I-5 interchange. All classes. Entry $3 1st bike; $4 2nd bike; $2 pit pass. Sign in 5-6:30 p.m., prac. 5:30-6:30, races start 7:00 p.m. No late practice. 100% p.b.; money race. 503/479-8775; 479-2405.

AMA SEMI-PRO SHORT TRACK
14 mi. S. of Chico, California. Cycleland Speedway. Class C traction. Classes: All mini, 1-500. Gates open 4:30 pm, sign-up 5-7, prac. 5:30-7, race 7:30. Spec. $3, Under 12 $1, Riders $6, 2nd bike $3, Semi-Pro $3. 100% exp. p.b. D-36 rules apply. Info: 916/342-6851 or 342-9302.

MOTOCROSS
Tucson, Arizona. Saguaro Raceway. Riders $8, Pro $15. Gates open 4 pm, prac. 5 pm, race 7 pm. Spectators $3. Info: Saguaro Raceway, 2756 S. James Place, Tucson, AZ 85730. 602/296-4971.

## July 28-29

NATIONAL SCRAMBLES QUALIFIER
Lodi Cycle Bowl, Lodi, CA. Sat: Minis-gates open 2 pm, sign in 2:30-4:30, prac. 3-4:30, races start 5:30 p.m. Sun: Amateurs -0 to 501cc & over (and sidecars). Gates open 2 p.m., sign in 2:30-4:30, prac. 3-4:30, races start at 5:30 p.m. Entry $10 first bike, $5 second bike. Spectators $4 (adults) per day, $1 (6-11 yrs.) per day. Pre-entry req. by July 27, midnight. No Pros. AMA sanctioned. Entries close for minis on July 17. For all info: Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, CA 95240. Lodi MC; 209/931-3722; 368-7182.

D-37 DUAL EUROPEAN SCRAMBLES
Freemont Valley, CA. Limed from Hwy. 14 & Red Rock-Randsburg Rd. & from Johanesburg to Freemont Valley. All classes. Entry $10.50 per day. Sat. 9:00 a.m. start. Sun. 8:00 start. For info: Sunland Shamrocks M.C., PO Box 515, Sunland, CA 213/243-1101.

## July 29

1979 4-STROKE CHAMPIONSHIPS
Carlsbad Raceway, Carlsbad, CA. CMC sanctioned. Open Pro class $1000 purse. 100% p.b. to sidecars. Contingency cash & prizes will be posted day of race. 25% trophies. Minis thru Open classes plus OT (30-40 yrs) and OT (41 & over), Dinosaur/vintage & sidecars. Pros $20 mail entry; Jr/Int $15 mail; All post entries are $25. For info: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

SRA GRAND PRIX
Lake Elsinore Raceway, Elsinore, CA. On Hwy. 71, off at Lagonia St. All classes. 2nd of a dual GP. 35% trophy. Winners determined by total of the 2 races. Starter pins & finisher bars. Entry $12 mail or post. SRA memb. req. Prac. 8 a.m., 1st race 9:15 a.m. Gates open 6:00 a.m. SRA, PO Box 1048, Cypress, CA 90630. 714/828-1358.

D-36 SAND HILL/ARGYLL MOTOCROSS SERIES
Sand Hill Ranch, Brentwood, CA. Starting gate at both tracks. Riders must race all 6 events to qualify for final trophies & prizes. Moped awarded to 2 largest pt. paying class winners. Contingency prizes at each event. No riders ins. Mini thru Open & PP classes. Gates open 6:30 a.m., sign up 7, prac. 8:15, race 9. Entry; Sptsmn. $11, Ex. $15-80% p.b., spectators $4. For info: 415/634-3328, 634-1667.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to minis & pee wees. Entry $12 Ex., $7 Sptsmn. Nonmemb. add $2. Memb. not req. Pk op ½ en Sat. & Sun. for prac. Gates open 7 a.m., prac. 8:30, race 9:30 a.m. Free camping. 714/635-5840, 653-7979, 653-4558.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m. sign up 8-9, prac., 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CRC/IRC TRI RACE MX SERIES
Indian Dunes, Valencia, CA. 1500 Pro purse. $1000 Sportsman gift certificates. Entry $10/$20 Pros. For info: 213/830-7519.

WMRRA ROAD RACE
Seattle International Raceway, 7 mi. E of Kent, WA Hwy. 516. Prod. Cafe, GP road racing. For info: AMRRA, 13712 — 2nd NW, Seattle, WA 98177. 206/322-0440; 525-0600.

## July 30-31

RUSS DARNELL MX SCHOOL
DeAnza Cycle Park, Sunnymead, CA. 2-day school. Etnry $40 per student/$10 deposit. For info: Russ Darnell MX Schools, 9225 Telfair Ave., Sun Valley, CA 91352. 213/767-1854, 367-1722.

## July 30-August 2

BERNIE SCHREIBER TRIALS SCHOOL
Donner Ski Ranch, Norden, CA. Special Trials School with Bernie Schreiber $200. Two day school includes lessons, riding privileges, meals & sleeping accommodations. Reservation deposit $25. For info: Donner Ski Ranch, PO Box 66, Norden, CA 95724. 916/426-3578.

## August 2

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, California. Corona Raceway. 91 Fwy. at Buchanan. all classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new Mem. Open 5:30, Prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

## August 3

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $8 Sptsmn, $11 Pros.

Pro p.b., 30% brass. Prac. 7:00 p.m., race 8. AME lic. req. All classes. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

ATC/ODYSSEY/TT
Chula Vista, California. Speedway 117. Take I-5 or 805 S. from Chula Vista to Jct. 117, go E. 5½ mi. across from Brown Field Airport. Sign-up 5-7 pm, 1st race 8 pm, prac. 6:30-7:30 pm. Info: Speedway 117, P.O. Box 995, Chula Vista, CA 92011. 714/420-7414.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $7. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. AME license required. Post entry only, $8. Gates open 5 p.m., prac. 7, race 8 p.m. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

## August 3-4

RUSS DARNELL MX SCHOOL
Bend, OR. 2-day school. Entry $40 per student/$10 deposit. Russ Darnell MX Schools, 9225 Telfair Ave., Sun Valley, CA 91352. 213/767-1854, 367-1722.

## August 4

AMA SHORT TRACK
Hills Ferry Speedway, Morgan Hill, CA. Hill Ferry Rd. & River Rd. Newman. Hwy. 5, take Stuhr exit. All classes including minis. Entry $5. ¼ mi. track, class C traction. Hills Ferry Speedway, Rt. 2, Box 612A, Morgan Hill, CA 408/463-0548.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Entry $8, Pro $11, Pb to pros, 30% brass. Prac. 7 p.m., race 8. AME lic. req'd. Free O/N camping. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINICYCLE MX
Sprockets Park, Bakersfield, CA. Post entry $9, gates open 6 p.m., prac. 7, race 8. 30% brass, AME lic. req'd. Free O/N camping. AME, P.O. Box 1421, Reseda, CA. 213/881-5778.

D-36 MOTOCROSS
Laguna Seca Raceway, Monterey, CA. Sign up 7:15-9:30 a.m., prac. 8:15, race 10. All calsses plus OT & Vets. Expert entry $12 ($12 p.b.) Sptsmn. $8, OT & Vets $8, Minis $8. No med. ins. Camping available. By SCRAMP & Salinas Ramblers. 408/422-3232.

SUNNY VALLEY TT
Sunny Valley, OR. 11 mi. N of Grants Pass, then west on Leland Rd., off I-5 interchange. All classes. Entry $3 1st bike; $4 2nd bike; $2 pit pass. Sign in 5-6:30 p.m., prac. 5:30-6:30, races start 7:00 p.m. No late practice. 100% p.b.; money race. 503/479-8775; 479-2405.

AMA SEMI-PRO SHORT TRACK
14 mi. S. of Chico, California. Cycleland Speedway. Class C traction. Classes: All mini, 1-500. Gates open 4:30 pm, sign-up 5-7, prac. 5:30-7, race 7:30. Spec. $3, Under 12 $1, Riders $6, 2nd bike $3, Semi-Pro $3. 100% exp. p.b. D-36 rules apply. Info: 916/342-6851 or 342-9302.

SDRA NIGHT MOTOCROSS
Star Track, El Paso, TX. From downtown El Paso, take I-10 N to Mesa exit. L on Mesa to NM 273, R on NM 273 for 2 mi. Track is on R. Gate opens 6:00 p.m., prac. 7, race 8:00 p.m. Entry Mini-Mini $5/Ex. $9/All others $7. $2 gate fee, 1979 SDRA memb. req. ($15) $300 purse. $100 per class, 7 riders minimum per class. 100% p.b. for less than 7 riders. 33% Nov/Am brass. SDRA, 239 Alvarez, El Paso, TX 79932.

## August 4-5

HILLTOPPERS GRAND PRIX
Racing World, Trabuco Cyn., CA. Mail entry opens June 11. D-37 pts. for Desert, MX, Scrambles. Entry $16. Send 3 SASE, photo-copy of AMA card & classification to Hilltoppers GP, 4120 Delmar Ave., Long Beach, CA 90807. All 0-175cc Nov/Beg; Women 0-175cc Am/Ex; 250cc Nov/Beg; Sidehacks; Unclassified 8:00 Saturday. All Open/Am/Ex; Seniors; 4-stroke; 250cc Am/Ex; Open/Nov/Beg; Vets 8:00 a.m. Sunday. 714/898-4557; 213/429-0556; 422-9938.

CHAMPION SPARK PLUG 200 KM WORLD CHAMPIONSHIP ROAD RACE
Laguna Seca Race Raceway, Monterey, CA. Formula 750 Internationa/Superbike/Sidecars. Motocross on Sat. Tickets at Macy's, Ticketron, Bass, Emporium & Capwells. P.O. Box SCRAMP, Monterey, CA. 93940. 408/372-1516; 373-1811.

## August 5

SRA/BAR BENDERS CRACK O DAWN ENDURO
Pits in Lucerne Valley, CA. 2-loops, 70 mi. total. No memb. req. 5:00 a.m. start. Girls, minis, 16 'C' riders go 1 loop. All others go 2-loops. Fin. pins & 20% trophies. Entry Mail 1-loop $11/2-loops $13. Post entry 1-loop $13/2-loops $15. 2 SASE to SRA, PO Box 1048, Cypress, CA 90630. 714/828-1358.

MOTOCROSS
Clarkia, Idaho. 85 miles S. of Spokane, Wash. 50-Open, Am. & Pro. Entry Am. $8.50, Pro $10.50. 100% p.b. to Pros. Am. trophies only. Prac. 10 am, race 11 am. Info: Fossil Bowl, Box 113, Clarkia, ID 83812. 208/245-3670.

PARA/MULKEY MOTOCROSS
3 mi. W of McMinnville, OR on Hwy. 18. Gates open 7 a.m., race 10 a.m. Entry $8 Nov/Jr; $13 Pros. $3.50 gate fee. 100% Pro p.b. by moto down 8. 30% brass. For info: PARA, 7100 S.W. Hampton, Suite 121, Tigard, OR 97223. 503/620-5301.

MRA ROAD RACE
La Junta Airport Raceway, CO. For info: Mountain Roadracing Assn., Sandy Lillie, 305 Hawthorne, Boulder, CO 80302.

CHAPARRAL MOTOCROSS
Chaparral MX Park, Weatherford, TX. Split schedule. Nov/Minis/OT run in a.m. Ex/Int run p.m. Expert cash purse, trophies for others. Entry Nov/Int $8; Ex. $10; $2 gate fee. $4 to watch. For info: 817/284-4420; 441-9411.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes, 2 long motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Gates open 7 a.m., prac. 8, race 9:30. Membership req. 213/830-7519.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., sign up 8-9, prac 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

D-36 SAND HILL/ARGYLL MOTOCROSS SERIES
Sand Hill Ranch, Brentwood, CA. Starting gate at both tracks. Contingency prizes at each event. No riders ins. Mini thru Open & PP classes. Gates open 6:30 a.m., sign up 7, prac. 8:15, race 9. Entry; Sptsmn. $11, Ex. $15-80% p.b., spectators $4. For info: 415/634-3328, 634-1667.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to minis & pee wees. Entry $12 Ex., $7 Sptsmn. Nonmemb. add $2. Memb. not req. Pk open Sat. & Sun. for prac. Gates open 7 a.m., prac. 8:30, race 9:30 a.m. Free camping. 714/635-5840, 653-7979, 653-4558.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 488-7885.

CRC MOTOCROSS
Racing World, Trabuco Cyn., CA. All classes. 2 motos & cash for Pros. 2 motos & 30% brass for sptsmn. Entry $9/$13 Pros. Memb. req. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

# Road Runs

## July 29

ELKS 10th ANNUAL CHARITY POKER RUN
Long Beach, California Elks 888 Motorcycle Committee. Sign in 9-11:00 a.m. at 4101 E. Willow, Long Beach, CA. Adults $5, under 16 yrs. $3. For info: 213/860-4196.

## August 4

AUSTIN AQUA FEST AMA POKER RUN
Austin, Texas. For information send SASE to Bill Forkner, c/o Austin Centurions, P.O. Box 14363, Austin, TX 78761.

## August 6-12

STURGIS BLACK HILLS MC RALLY
Sturgis, S. Dakota. For info on Rally & races; Ernest Wine, Pineview Star Route, Sturgis, South Dakota.

## August 13-17

CALIFORNIA GYPSY TOUR
Northern California Area. For info: Gypsy Tour, PO Box 14, West Sacramento, CA 95691. 916/371-9068.

# FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____


IRC INOUE RUBBER CO. LTD.
IRC TRI RACE SERIES
CRC
$7500.00

| THIS WEEK | | |
|---|---|---|
| SADDLEBACK PARK | INDIAN DUNES | RACING WORLD ESCAPE COUNTRY |
| July 22 | July 29 | Aug 5 |

$1500.00 PRO PURSE!
$1000.00 Sportsman Gift Certificates
WILL BE AWARDED AT EACH EVENT

Sportsman Gift Certificates Provided By:
SUZUKI WEST of Rosemead
malcolm smith
canoga park SUZUKI
3 FT. SUPER TROPHIES To Top Series Riders
Pro Entry $20.00
Sportsman Entry $10.00
five riders make a class
CRC Information (213) 830-7519

RIDE WITH THE FAST ONES
NEW Veterans Division (ages 30-39)
Starts July 1
Call Referee
714-496-8779
RACERS Hot Line
213-598-0615
DISTRICT 37 COMPETITION RIDER AMA
July 29 -Shamrock European Scrambles
Aug 4&5 -Hilltoppers Grand Prix
Aug 19 -Four Aces European Scrambles
Aug. 25 (Sat) — Gripsters Scrambles
Aug. 26-Antelope Ramblers European Scrambles

Sunrise Valley Cycle Park
Adelanto, Calif.
Moto-X racing 2nd & 4th Sunday each month—
$8 Sportsman - 30% trophies same day
$12 Expert — cash payback
50% trophies to Mini & Vets
Free overnight parking
gates open 7 am, practice 8 am, 1st rce 9:30
714-887-1556 714-245-7339

Insanity is learned---- Read on!!

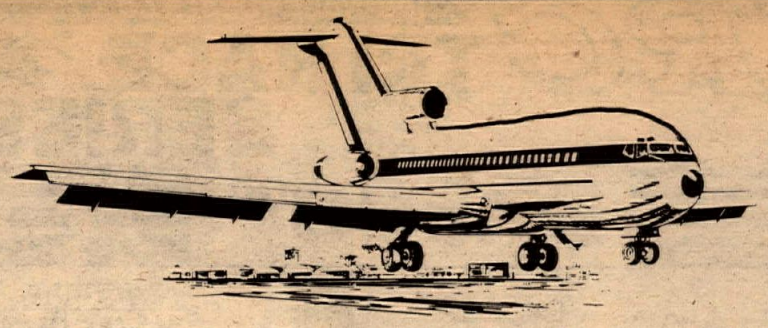
1st, 3rd, & 5th Saturdays Sprockets Park
2nd & 4th Sundays Indian Dunes
1st, 3rd, & 5th Friday Nights Indian Dunes
Entry $9 Sportsmen, $13 Pros
AME license required
AME, PO Box 1421, Reseda, CA 91335
Sanctioned 213-881-5778

CMMC
California's #1 Mini MX Club
Barona Oaks Raceway, Ramona, CA
Jrs. 50cc, 80cc, 100cc, 125cc
1st & 3rd Sundays
Info: Orange Co. 714-496-2568
San Diego 714-448-7885

RIDE AWARE
MOTORCYCLE INDUSTRY COUNCIL, INC.

CRC Motocross Race Schedule
July 22 — Saddleback
July 29 — Indian Dunes
Aug 5 — Indian Dunes
Aug 5-Racing World
Aug 12-Saddleback
Every 2nd & 4th Friday Nights
Indian Dunes Motocross
Membership Required
213-830-7519

SADDLEBACK SAT. MX
$700
125-250-Open
Saturday
July 21
MOTOCROSS ACTION MAGAZINE



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proudly presents

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in Germany

**1979**

**54th International 6 Days Trial**

Sept. 6th to Sept. 20th

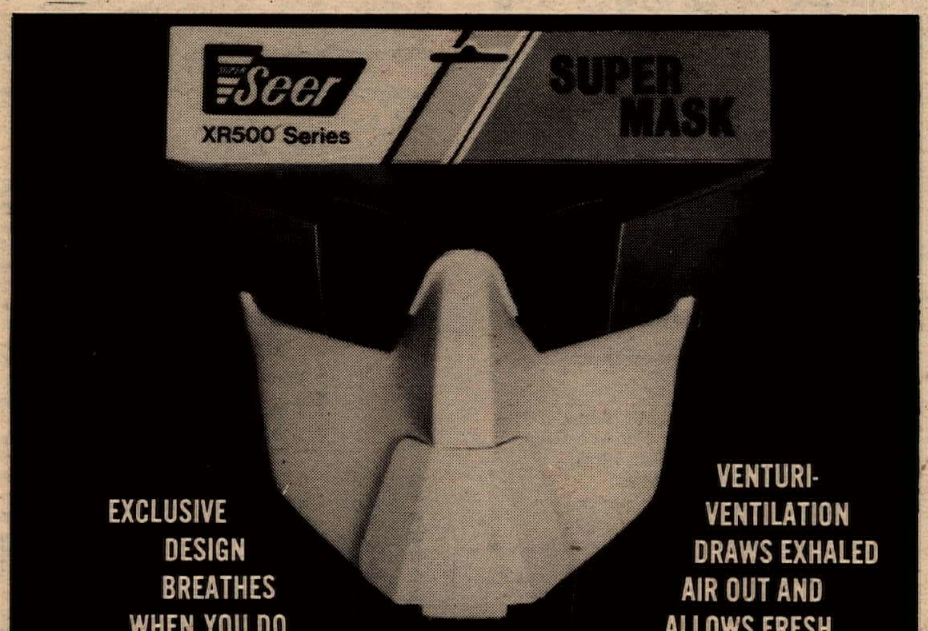
**ONLY $981.00**

TOUR APPLICATION

Please reserve my space.
Enclosed please find $_____as deposit or $_____ as payment in full.
Please reserve space for _____persons.
Make checks payable to Cycle Tours, Inc.
Full name Mr, Mrs. Ms_____
Address_____
City_____State_____Zip_____
Phone_____

CYCLE TOURS, INC. c/o APA Travel
450 N. Roxbury Drive, Suite 203
Beverly Hills, CA 90210
for additional information write or call Marti 213-858-7601



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CANADA KOM-INO
(705) 887-2306



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Expert fabrication and machine work.
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Dealer Inquiry Invited
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Walnut, CA 91789 (714)595-9100


# RESULTS

## AMRA Motocross
## Kincaid Park
## Anchorage, AK
## June 24, 1979
## By M.R. Edge

| | |
|---|---|
| MINI | |
| Rob Wolfe | Suz |
| Todd Schnurr | Suz |
| Darren Brooker | Kaw |
| 125 NOV | |
| Ben Loyer | Hon |
| Jeff Wells | Suz |
| Barry Usie | Suz |
| 125 EX | |
| Jeff Wolverton | Suz |
| Chuck Layton | Suz |
| Eddie Wise | Hon |
| 250 NOV | |
| Jeff Smith | Kaw |
| Peter Frey | Kaw |
| Scott Smith | Hon |
| 250 EX | |
| James Spernak | Suz |
| Louis Mass | Hon |
| Cal Frey | Kaw |
| 500 EX | |
| Jim Stewart | KTM |
| Lewis Lamson | C-A |
| Chris Patterson | Mai |

## CMC/SIR Motocross
## Kent, WA
## June 15, 1979
## By Sue Sykes

| | |
|---|---|
| PEE WEE JR | |
| Darell Davis | Suz |
| Corey Halterman | Hon |
| Pat Schouweiler | Hon |
| PEE WEE EX | |
| Brad Jeffery | Ita |
| MINI JR | |
| John Ekman | Suz |
| Billy Welland | Yam |
| Dan Kirk | Suz |
| MINI INT | |
| Peter Treadwell | Suz |
| Scott Grimm | Yam |
| MINI EX | |
| Chad Jeffery | Yam |
| Jeff Chapman | Suz |
| 100 INT | |
| Tim Kirk | Suz |
| 100 JR | |
| Lonnie Alexander | Suz |
| Larry Nevares | Suz |
| Scott Gordon | Suz |
| 125 PRO | |
| Russ Tomm | Suz |
| Tom Dougherty | Suz |
| 125 INT | |
| Roger Zoerb | Yam |
| Bill Baumgardner | Hon |
| 125 JR | |
| John Rawlings | Kaw |
| Lloyd Caldwell | Hus |
| Tom Moriarity | Suz |
| 250 PRO | |
| Pat Jacobson | Suz |
| Robb Manning | Suz |
| Brina Finch | Mai |
| 250 INT | |
| John Fagen | Yam |
| Brian Bowers | Hon |
| Ted Abernethy | Mai |
| 250 JR | |
| Garry Rostel | Hus |
| David Miller | Hon |
| Don Schouweiler | Hon |
| OPEN PRO | |
| Rick Benek | Suz |
| Doug Osborne | Mai |
| OPEN INT | |
| Roger Zoerb | Yam |
| Rick Ceccanti | Mai |
| Doug Hedges | Suz |
| OPEN JR | |
| Richard Kelley | Mai |
| Jay Gibbson | Mai |
| Mike Grevling | Suz |
| OVER THE HILL | |
| Rick Ceccanti | Mai |
| Richard Kelley | Mai |
| Don Schouweiler | — |

## Sunrise Valley MX
## Adelanto, CA
## July 8, 1979

| | |
|---|---|
| MINI PEE WEE | |
| Chris Smith | Suz |
| Jeff Ray | Suz |
| MINI BEG | |
| John Ray | Suz |
| Steve Valenzuela | Suz |
| John Riggle III | Suz |
| MINI NOV | |
| Nicky Pounds | Suz |
| 100 BEG | |
| Philip Gill | Suz |
| 100 NOV | |
| Ted Stuebner | Yam |
| Scott Graham | Yam |
| 125 BEG | |
| Steve Haddon | KTM |
| Eddie Warren | Yam |
| Donnie Richardson | Suz |
| 125 NOV | |
| Jeff Smith | Suz |
| Jeff Everson | Yam |
| Terry Wick | Yam |
| 250 BEG | |
| Thomas Burchell | Suz |
| Gary Plummer | Hus |
| Todd Kupferer | Hon |
| OPEN NOV | |
| Craig Brabant | Suz |
| Ron Dixon | Suz |
| WOMEN DIV | |
| Natalie Allen | Hon |
| Pat Stuebner | Yam |
| 125 INT | |
| Varney Holbrook | Suz |
| John Condon | Yam |
| Mark Clark | Kaw |
| 250 INT | |
| Terry Lee | Hon |
| OPEN INT | |
| Terry King | Yam |
| Lee Granlee | Yam |
| Frank Quick | Suz |
| 125 EX | |
| Randy Adams | Hon |
| 250 OPEN EX | |
| Andy Jefferson | Suz |
| Jerry Irelan | Yam |
| Rod Ahlstrom | Hon |
| Scott Smith | Suz |

## PARA/Washougal MX
## Washougal, WA
## July 1, 1979
## By E. McCormick/ Action Oz

| | |
|---|---|
| PEE WEE | |
| Greg Werner | Suz |
| Darron Roger | Suz |
| MINI JR | |
| Flipper Jewell | Yam |
| David Opp | Yam |
| MINI INT | |
| Bud Dilday | Suz |
| Jay Collins | Yam |
| Shawn Powell | Suz |
| 100 JR | |
| Ron Van Dehey | Suz |
| Mike Kiemele | Suz |
| Steve Bye | Yam |
| 100 INT | |
| Stan Roberts | Suz |
| Roy Davis | Yam |
| 125 JR | |
| Craig Glass | Hon |
| Rick DaSilva | Suz |
| Mike Harison | Suz |
| 125 INT | |
| Rodney Kelley | Suz |
| Kevin Whtie | Yam |
| Gary Harkleroad | Yam |
| 250 JR | |
| Troy Gunn | Yam |
| Marty Glass | Hon |
| Richard Moore | Kaw |
| 250 INT | |
| Bruce Irwin | Suz |
| Gary Harkleroad | Yam |
| Wayne Trosper | Yam |
| OPEN JR | |
| Randy Artman | Yam |
| Pat McMonagle | Yam |
| OPEN INT | |
| Doug Smith | Hus |
| Wayne Trosper | Yam |
| 30-40 | |
| Charlie Harter | Mai |
| Rick Shepard | Suz |
| O.T. | |
| Gene Ford | Yam |
| 125 PRO | |
| Jeff Howard | Suz |
| Randy Wing | Kaw |
| Jack Gulick | Suz |
| 250 PRO | |
| Steve Williams | Hon |
| Greg Beoners | Yam |
| Phil Randall | Hon |
| OPEN PRO | |
| Mark Hambleton | Mai |
| Mike Bracher | Suz |

## Woodside 3rd Annual Pro MX
## Sandpoint, ID
## July 1, 1979

| | |
|---|---|
| OPEN 1st MOTO | |
| Pat Jacobson | Suz |
| Randy Sargent | Yam |
| ARt Key | Suz |
| Chuck Wiley | Suz |
| Rick Benek | Suz |
| Jeff Hulls | Yam |
| Shane Blood | Yam |
| Sean Phillips | Suz |
| OPEN 2nd MOTO | |
| Micheal O'Driscoll | Suz |
| Tracey Prickett | Yam |
| Karl Landrus | Suz |
| Bob Lighty | Yam |
| Don Lentz | Yam |
| Jeff Hulls | Yam |
| Art Key | Suz |
| Steve Powell | Suz |
| 250 1st MOTO | |
| Pat Jacobson | Suz |
| Rick Benek | Hon |
| Bobby Danielson | Kaw |
| Scott Jenson | Suz |
| John Svenson | Mai |
| John Mattock | Suz |
| Rick Weidman | Hon |
| Kevin Janson | Kaw |
| 250 2nd MOTO | |
| Rick Benek | Hon |
| Gary Kuest | Yam |
| Duanne Marker | Suz |
| Tom Poage | Yam |
| Kevin Janson | Kaw |
| Rick Weidman | Hon |
| Shane Blood | Suz |
| Bobby Danielson | Kaw |
| 125 1st MOTO | |
| Brett Tremblay | Suz |
| Loren Shockey | Suz |
| Gary Kuest | Yam |
| Dennis Ostreim | Suz |
| Bob Buffalloe | Suz |
| Barry Evans | Yam |
| Bill Joyce | Suz |
| Sandy Jaquish | — |
| 250 2nd MOTO | |
| Loren Shockey | Suz |
| Bob Buffalloe | Suz |
| Stacey Thornton | Kaw |
| Brett Tremblay | Suz |
| Nick Clark | Yam |
| Tracey Haag | Suz |
| Dennis Ostreim | Suz |
| 250 CONSOLATION | |
| Doug Taylor | Suz |
| Steve Miller | Yam |
| Stacey Thornton | Kaw |

## Motocross
## Cycle Haven
## Long Beach, CA
## June 24, 1979
## By Ann Johnson

| | |
|---|---|
| PRO CLASS | |
| Ross Maeda | Suz |
| Joe Stern | DMG |
| Bill Myers | Suz |
| MINI BEG (13 & UNDER) | |
| Richard Fleming | Kaw |
| Chris Lara | Suz |
| Timothy Rutherford | Kaw |
| MINI BEG (14 & OVER) | |
| Ruben Padilla | Suz |
| Johnny Whitsett | Suz |
| Elvin Todd | Hon |
| MINI JR | |
| Tim Slayton | Suz |
| Perry Shields | Yam |
| William Zimmer | Suz |
| MINI INT | |
| Skip Godinez | Kaw |
| 125 BEG DIV I | |
| Steve Thetford | Suz |
| Bob Cummings | Suz |
| Chris Garcia | Suz |
| 125 BEG DIV II | |
| Bryan Carr | Kaw |
| Mike Garcia | Kaw |
| Bill Garcia | Kaw |
| 125 JR | |
| RAndy Sciarra | Suz |
| Rob Engel | Yam |
| Ronny Slavens | Hon |
| 125 INT | |
| John Chwastyk | Suz |
| Mike Nishita | Suz |
| Mark Wood | Suz |
| 250 BEG | |
| Dennis Lane | Yam |
| Eddie Rae | Yam |
| Allen Padilla | Kaw |
| 250 JR | |
| Michael Tarkington | Kaw |
| OPEN | |
| Jed Drummond | — |
| Mark Martin | Suz |
| Dale Borges | Hon |

# TROPHY PICKUP

Invaders trophies will be in desert 9-28-79 — Shamrock European Scram. (28)

Master Links trophies will be available at the Shamrock Dual Scrambles race. For information call Chuck Lagman (213) 868-7092 or Bill Misener (213) 421-6271. (28)

**For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.**

# WANT ADS

## Help Wanted

### Experienced Honda mechanic
Large modern Honda shop has opening for qualified person. Must have shop experience. Many benefits. Good working conditions. KOLBE CYCLE SALES, 22123 Ventura Blvd., Woodland Hills, CA 91364. (213) 348-7865. Contact Bobby Joe. (22)

### Honda partsperson
Now accepting applications for experienced parts personnel. Call LAKEWOOD HONDA-HUSQVARNA, Bill Mallman (213) 860-1354. (10/TFN)

### Honda mechanic
Hourly + commission, vacation, medical & profit sharing. Only steady & dependable with references, who is looking for a long term position. Call or see "JACK" Ser. Mgr. at (213) 749-6235. 2531 S. Main St., Los Angeles, CA 90007. (23/TFN)

MANAGER-ACCESSORY DEPARTMENT. Professional salary available to career minded person with retail management experience. Call Mr. Hayner at (213) 781-6386. (29)

### Mechanic Har-Dav Agency
Canoga Park area. Need experience and tools. Call Sandy (213) 999-3355. (25/TFN)

POSITIONS AVAILABLE: Salesman, counter sales, and mechanic. CUSTOM CITY YAMAHA (213) 635-8058. (22/TFN)

### $$$Honda Service Manager$$$
One of Southern California's leading motorcycle dealers is seeking a highly qualified service manager, whose goal is perfection. Kaw experience helpful. Excellent benefits, top pay commensurates with ability. See Allen at ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA. (714) 983-0695. (24/TFN)

### Wanted experienced mechanic
Must have tools. Show proof of experience, full-time work with good pay & benefits. Located in Seattle area. Weekdays — 10 to 7 — Weekends — 10 to 6 (206) 546-5751. (23/TFN)

### Parts Manager
Top pay plan for the right man. Call TORRANCE HONDA at (213) 371-7533. (28)

### ● ● Wanted ● ●
Honda mechanic that's tired of working for peanuts and wants to make serious money. Contact Warren at BURBANK HONDA (213) 845-2117 or (213) 843-0486. (25/TFN)

### Wanted: Experienced M/C parts man
Honda, Yamaha, & Harley-Davidson. Business located in Eureka, Calif. Call Tuesday through Saturday 9 to 6, (707) 443-8031. (28)

RACER1

### Production Coordinator Wanted
Experience with sheet metal, shear, welding, assembly, packaging, supervising personnel. Knowledge of motorcycles. Good benefits. Call for appt. (213) 287-9656. (29)

### Motorcycle mechanics
2 motorcycle mechanics desired at friendly bay area, dual franchise store. 1 possibly leading to service manager position. (415) 881-4943 ask for Ken. (28)

### Guaranteed + Commission
Immediate opening for experienced Honda service technician. Salary + commission guaranteed. Ask for Fred at (213) 278-5211. (26/TFN)

### Experienced Yamaha Partsman
Good opportunity for qualified person, excellent working conditions: medical and dental plan. Contact LEN at T & O YAMAHA (213) 534-2311. (28/TFN)

### Top pay
For top Yamaha mechanic. CYCLETOWN, San Rafael, CA. Ask for Bill at (415) 456-0335. (29)

### Technical service representative
Motorcycle manufacture and distributor looking for technical service rep. For Southern California, Arizona, and New Mexico. 2 years college in business management preferred. Minimum 4 years technical knowledge at dealership level desired. Excellent salary and company benefits. Send resume to CYCLE NEWS, Dept. WR, P.O. Box 498, Long Beach, CA 90801. (29)

### Honda mechanic
Experienced only, commission or hourly. ORANGE COUNTY HONDA, 1630 W. Chapman, Orange, CA 92668. (714) 633-7344 ask for Elmer or Steve. (28)

### Honda salesman
Full or part-time, experience preferred. Commission. ORANGE COUNTY HONDA, 1630 W. Chapman, Orange, CA 92668. (714) 633-7344 ask for Greg or Elmer. (28)

### Experienced motorcycle mechanic
Honda, Yamaha & Harley-Davidson. Business located in Eureka, CA. Call Tues. thru Sat. 9 to 6 p.m. (707) 443-8031. (29)

### Large N. Orange Yamaha dealer
Needs 1 experienced, commissioned mechanic. Experienced need only apply. (714) 524-1200 ext. 255. (29)

### Opportunity available Partsman & Parts Manager
Good working conditions, company benefits and top pay. One of the larger dealerships in Southern California. SOUTHERN CALIFORNIA KAWASAKI, INC., 607 W. Katella, Orange, CA 92667. (714) 997-3780. (28)

## Business Opportunities

### Bend, Oregon
Suzuki shop with 4.29 acres. Good potential. Owners must sell. Call Perry at (503) 389-3334. (29)

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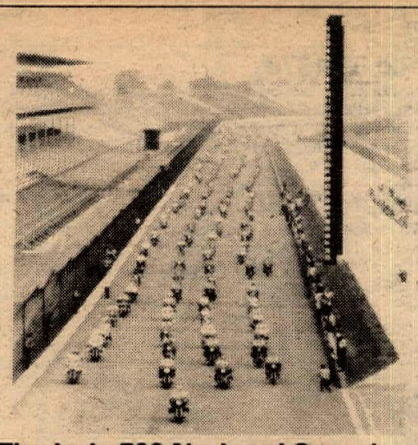

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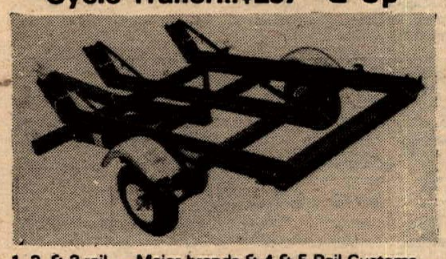

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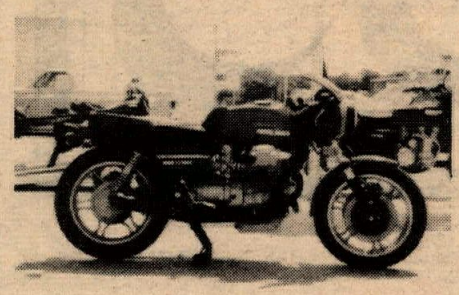

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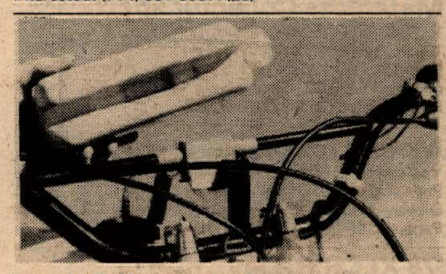

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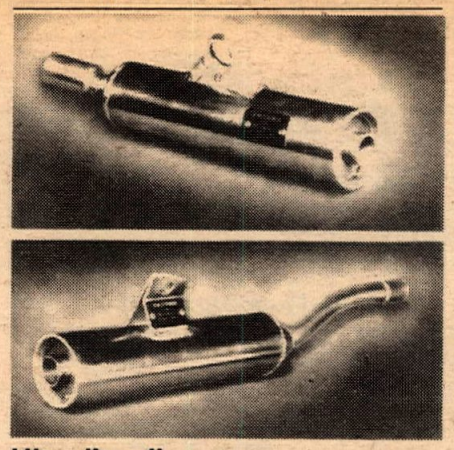

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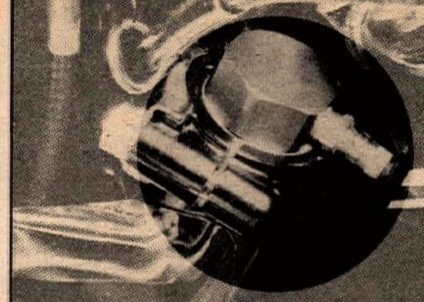

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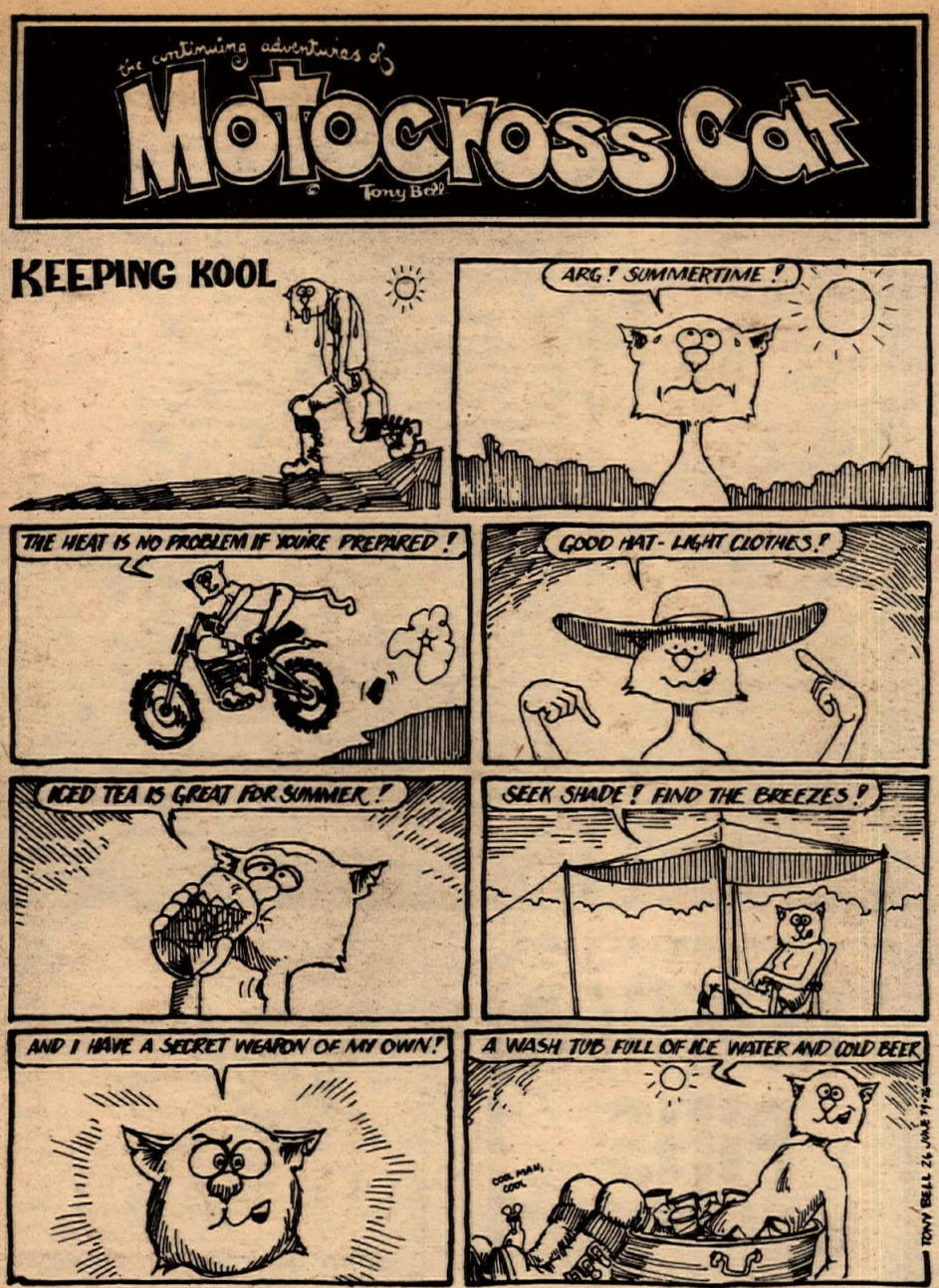


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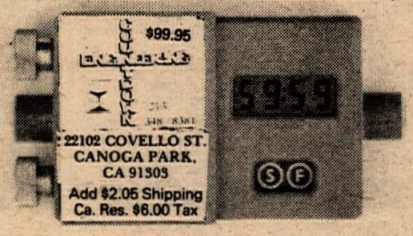


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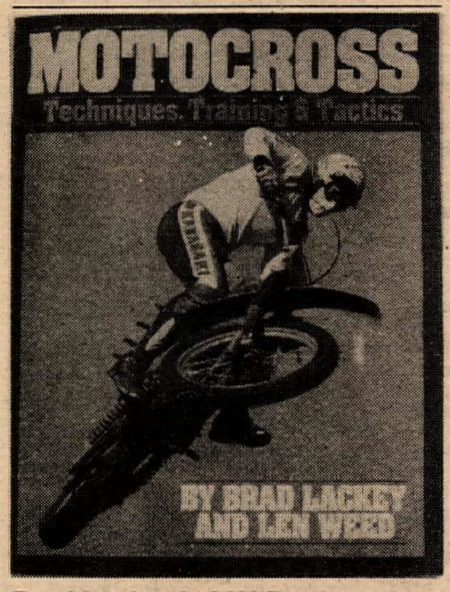


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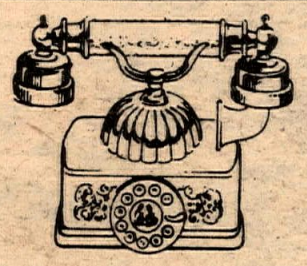

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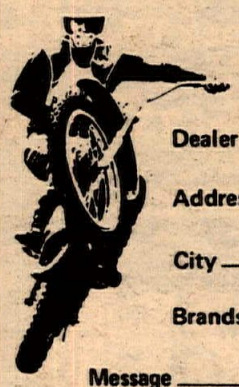

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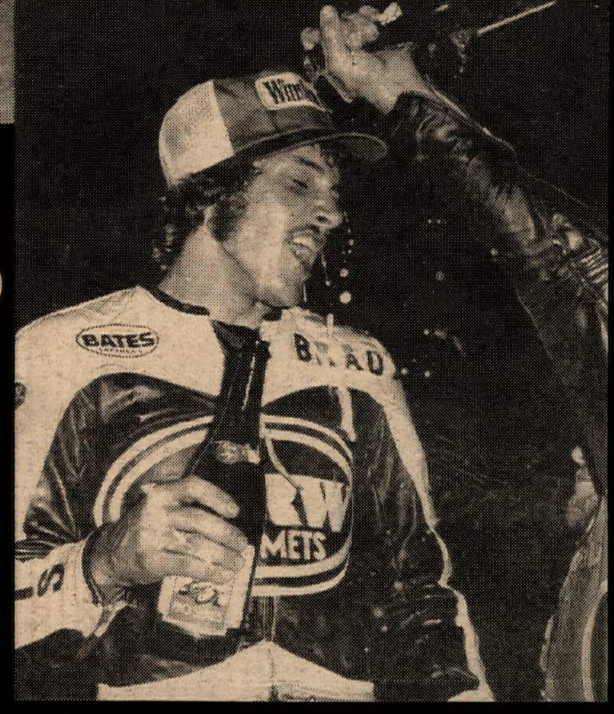


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Brad was aboard a superbly-prepared Messler Performance Triumph. Mickey Fay, also mounted on a Triumph, turned in a good ride for Third Place in the TT.

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# CYCLE NEWS

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**ON THE FRONT PAGE: Mark Barnett (30) held off a determined Mike Bell for the Superbowl of Motocross win; and Kenny Roberts showed the Sears Point competition why they call him the King. Photos by Charles Morey and Dale Brown.**

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# VOICES

### Immortal Marty

Marty Tripes is overdue for San Diego's Hall of Champions. Brad Andres, Don Vesco and Marty Smith are immortalized there with other San Diego champions who have excelled in other sports. The Harley-Davidson that Brad Andres rode to fame at Daytona is still an eye-catcher in the museum, as it has been for about 20 years.

I expect what would be required to nominate Marty Tripes for the Hall of Champions would be for one of his sponsors or parents to list Marty's national and international achievements and submit it to the Board of Directors of the hall to call their attention to him. If selected, a head shot and two or three action photographs would be needed for display in the museum in Balboa Park.

JAMES BRAMMER
San Diego, CA

### Dear Mr. Hernandez

Thank you for your letter about out Training Wheels Enduro. We are always glad to recieve comments, good or bad, because they help us evaluate our runs.

Our enduro was approximately 57 miles long and the schedule called for four hours and 35 minutes. the overall average speed was about 12.5 mph. We realize there were some rough sections and therefore reduced the speed averages to try and keep the rider on time. We tried to anticipate the trouble spots for the beginning riders, and stationed help in these areas. Several club member's children, ages seven to fifteen years old, varying in experience pre-rode the course to help us with our evaluation. I might add here, that a girl did take the 1st Overall Trophy for the Training Wheels.

Our biggest problem is land use. Because of that problem, we are confined to a small area. To tie the whole course together we had to go through some rough sections. We have spent countless man hours developing new trails for our enduros, but it takes much work and time. Our club members work to develop new trails on a strictly voluntary basis without any compensation whatsoever other than the satisfaction of knowing they are helping to improve and further enduros.

No enduro rider wants to go out and ride miles of fire road, so we fashioned the Training Wheels along the same line as a regular enduro. It's designed to give the beginning rider much needed experience, and to demonstrate what an enduro is all about.

I hope you do not give up on northern California enduros. You have some very good suggestions in your letter for improving them. District 36 meets the third Wednesday of every month at Holiday Inn, in Fairfield at 8:00 p.m. Rule changes are made at these meetings.

If I may, I suggest you join an enduro club. Our members are continously trying to improve the sport, and our club as well as all others, can use all the help they can get.

Remember, on an enduro the rider must endure.

BILL McGIBBON
President, CERA
Alamo, CA

### Not THAT super!

Within the last month of reading your publication, I have noticed the boisterously loud advertisements promoting the forthcoming Coca-Cola Bottlers' Superbowl of Motocross VIII.

While all of these ads need to be taken with a grain of salt, ("The world's toughest motocross obstacle") those on pages 5 and 37 in the July 11 issue would require bathing in the Dead Sea. The content of these ads has crossed the line between radicalism and blasphemy!

Hell's Half Acre!? The track diagrams definitely show a challenging course, but whether or not it is "tougher to ride and more punishing than any outdoor motocross can ever be" (p. 37) is debatable.

Bob Hannah's GP experience has been limited to two different tracks, yet on the page five ad he states that "the Coliseum track is tougher than any Grand Prix course." Bob has never been to Sittendorf in Austria. Ask Brad Lackey about it.

In fact, I wonder if Hannah ever made such a statement. Rather, he put his signature to a quote from Mike Goodwin.

Allowing an advertising agency, ignorant of the true aspects of motocross, to proclaim Bob Hannah as "the world's best motocross racer" (p. 5) as well as labeling professionals like Jim Weinert, Marty Tripes and Tony DiStefano as "other" superstars is absurd.

Bob Hannah may well be the most consistently fast rider in America, but his performances in world competition is somewhat less than staggering. In his three GP attempts, he has mustered only one moto win out of six. Twice as an American representative in the Trophee and Motocross Des Nations, his team has been unable to equal the U.S. best score, second overall in 1974.

Supercross is a good show for the fans. The big money and publicity are good assets for the riders. And enough cannot be said about Mike Goodwin's contribution to the Phantom Duck. But let's keep Supercross in the proper perspective, especially in the advertisements, which might just decide the future of *all* motocross.

KENT M. TAYLOR
Fremont, NE

# THE NATIONAL PAPERS

If the last two National TT races are any indication of what is going to happen at the Ascot National on July 21, then hang on.

At Santa Fe it was Steve Eklund coming from last to win after being left on the line out of gear. At Castle Rock it was Brad Hurst from last to first after falling off in the early going.

What is happening in the TT's? They have long been noted for good racing but not for passing to any degree like one sees on the mile and half mile.

How does any rider, like the TT-proven Eklund, or the up-and-coming Hurst, manage to overtake and pass at least a dozen riders that are all experienced TT competitors? It's happening more this season than ever before.

Castle Rock had all the usual and the unusual this time. It rained lightly on the event for the first time in 15 years. The lights went out — for the first time ever and finally, the copy machine that prints the results after each race burned out!

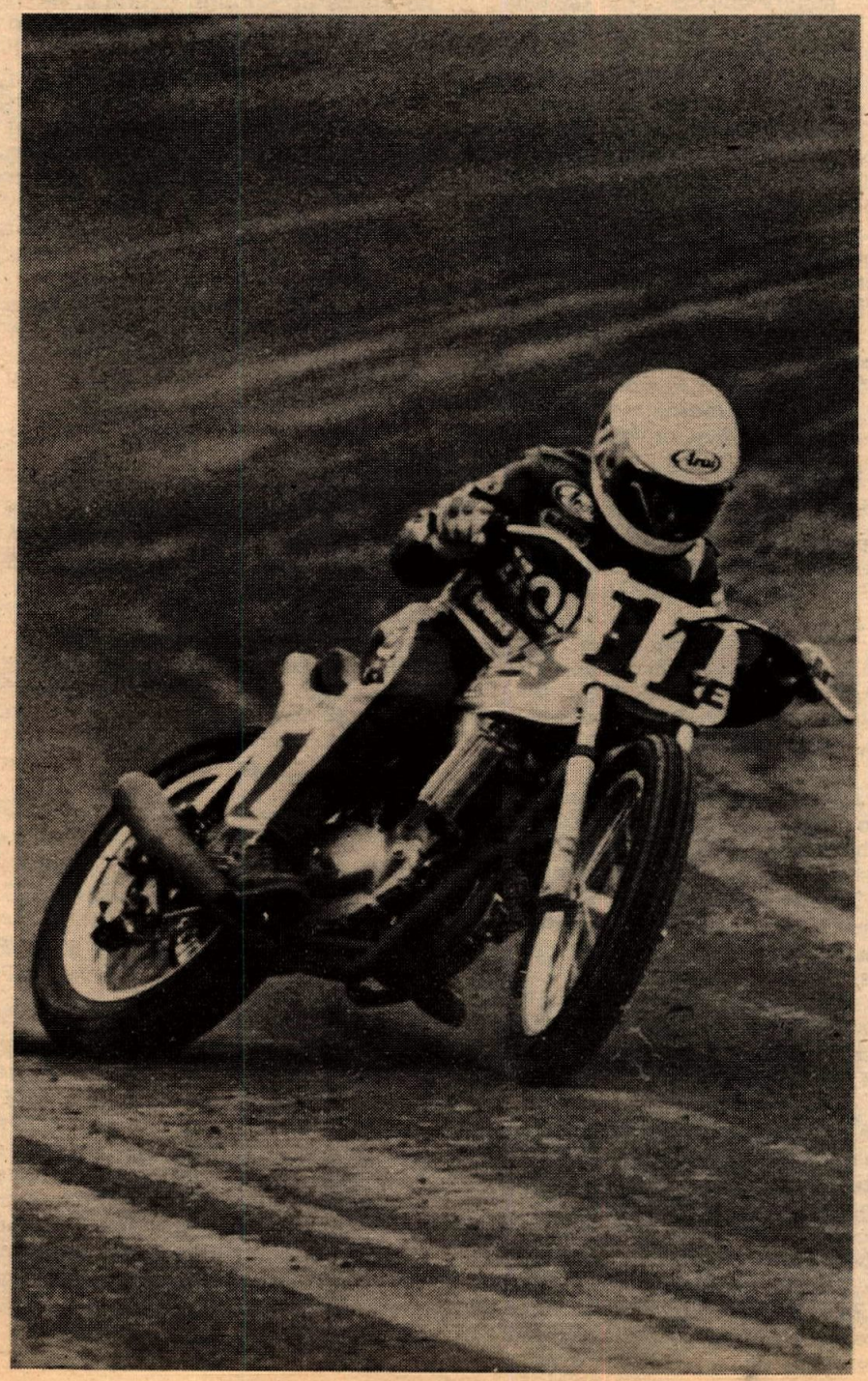
Talked with Mickey Fay before the race and before he timed his Triumph into the field. Said he was going to ride his Honda 500cc single for sure at the Ascot TT but he had won three main events at Castle Rock earlier this year on his Triumph and was going to stick with that combination, which got him from a second row start into third in the final.

Asked Eklund before the race why he opted for his Yamaha 750cc twin over his Chicago-winning 500cc single. Steve, as always, came to the point quickly, "I rode my 500 here two years ago and failed to make the final."

Eklund will be on his 750cc twin for Ascot and Jay Springsteen and crew will have to totally rebuild his Harley for Ascot. Never has a racing bike

*(Continued to page 21)*

# HONDA XR500 SINGLE BELTS OUT NORTHWEST TRIPLE



## Haney Goes 3-for-3, Including Castle Rock Jr. Invitational Runaway

Jeff Haney and his Honda XR500-powered Class C dirt tracker came, ran and conquered the demanding Castle Rock, Washington TT course July 6.

And again July 7, for Haney's second win of the season against a select field of wild-eyed AMA Juniors.

And again July 8 in an AMA Western Regional showdown at the Sidewinders circuit in Oregon City, Oregon.

Haney got enough XR500 power onto the track to set the fastest qualifying time both nights at Castle Rock. He also won all three of his heat races, leading wire-to-wire in the July 6 Invitational qualifier.

In the Invitational itself it took him only three laps to muscle his way past the early leader. And on Sunday, he worked his way up from a third place start, picking his way through a series of red flags and restarts.

Aside from certain special modifications by tuner Jerry Griffiths, Haney's engine—and its complement of parts from the Honda XR500 High Performance Options kit—is the same as the ones on hand and ready to rip at your Honda dealer now.

And you don't have to be a handlebar-rattling Class C berserko to enjoy its gut-satisfying response. It comes wrapped up in a long-legged dirt bike that's enduro-ready as delivered. And it has two sure-footed smaller brothers, the XR250 and XR185. Each with an available options kit of its own.

The Honda XRs. Hot new four-stroke dirt bikes that work. Check 'em out today. And while you're at it, ask your participating dealer about the Honda XR Series Awards program. It could make your first competition outing on your new XR worth $100.

Always wear a helmet and eye protection when riding. All XRs are designed for off-road, operator use only. Model availability may be limited. For free brochure write: American Honda Motor Co., Inc., Dept CN79C, Box 50, Gardena, California 90247. See Yellow Pages for nearest Honda dealer. © 1979 American Honda Motor Co., Inc.

**HONDA**
*GOING STRONG!*

# THE LATEST POOP BY PAPA WEALEY

**Team Suzuki's Harry Everts clinched the 125cc World Championship MX Series title in Ireland on July 15 with a perfect 1-1 victory over Team Yamaha's Gaston Rahier who placed 3-3. Everts has accumulated 274 points, his teammate Akira Watanabe has 205, and 1978 World Champ Rahier has 147.**

American Dale Singleton crashed in both 100 mile heats of the July 15 Swiss round of the World Championship F750 Road Race Series at France's Circuit Paul Ricard. Singleton was unhurt. Johnny Cecotto (Yam), took the overall win by placing second in the first leg and winning the final one. Michael Frutschi (Yam) posted first and fourth place finishes for second overall while Sadao Asami (Yam) took third by combining third and second place rides. Defending champ Cecotto has a strong hold on the standings leading Patrick Pons 79 points to 49 with Frutschi in third at 43 points.

**An update on the FIM's action against Kenny Roberts reveals that the FIM has placed both Roberts and Virginio Ferrari on probation for the rest of the season. Any further action by Roberts or Ferrari termed by the FIM to be detrimental to the sport could result in suspension for the 1980 season. The pair may appeal their fine/probation at the FIM's Annual Congress in October.**

The FIM also levied a fine of 500 Swiss Francs (roughly $290) against every rider who took part with Roberts and Ferrari in the boycott against unsafe track conditions at the July 1 Belgian road race GP. The fines must be paid before a rider can compete in the July 22 GP in Sweden. A riders' meeting is planned for Sweden to enable the riders to present a unified front to the FIM and the event organizers.

**Steve Baker, America's first road race World Champion (F750 in 1977), has called it quits. The Bellingham, Washington, resident broke his left arm and left leg in a race in England at the end of May. "The cast is already off my arm, and I hope that the plaster will be off my leg in two weeks time, but that crash at Brands Hatch was the final straw. I don't want to spend all my life mending broken bones," said Steve. In addition to winning the F750 crown, Baker finished second to Barry Sheene in the '77 500cc GP class while riding for the Yamaha factory. The following year he was snubbed by Yamaha and picked up rides from the Italian based Nava Olio Fiat team. He broke his left leg in the Canadian F750 round at Mosport last September. Baker intends to open a motorcycle business in his hometown.**

Wes Cooley and Ron Pierce will depart soon for Japan, where they will compete in the Suzuki 8-Hour Endurance race on July 29. Their machine for the race will be a mixture of old and new — the familiar 1000cc AMA Superbike Production engine mated to a brand new frame from the Suzuki factory which features the anti-dive forks that Barry Sheene is reportedly using this year. Pops Yoshimura is setting up the bike right now in Japan. Honda is fielding a strong team — four entries — and it includes two of the South's finest-ever road racers, Dale Singleton and Freddie Spencer.

**Reigning 500cc World Road Racing Champ Kenny Roberts showed up at Sears Point in a brand new (well, just about) Ferrari Dino. Suitably, it was painted bright Yamaha-type yellow. Did fellow Ferrari owner — and Yamaha team manager — Kenny Clark have anything to do with that?**

In case you're wondering what happened to Steve McLaughlin in the Sears Point Superbike Production road race, well, Steve didn't compete. He placed ninth in his heat, but didn't start the final, due to the effects of his Loudon crash and a crash in Friday's practice at Sears Point on his physical condition. "We'll be ready for Laguna Seca," said Steve.

**Guess how Graham Noyce, the man everyone is chasing in the 500cc MX GP point standings, relaxes. He plays golf. Noyce held a 40-point lead after the July 8 Swiss round, but he's not getting overconfident. "I'm not kidding myself it's going to be easy. There are a lot of GPs to go yet. At the moment I'm just doing a bit of jogging and a few games of golf," said the Englishman.**

Trials ace Bernie Schreiber has announced that he'll be based in England next year. Schreiber, who has annually started off the World Championship Observed Trials Series slowly, knows that he has to score in the first two rounds next year, as usual in Ireland and England in February. "Every year Vesty (World Champion Yrjo Vesterinen of Finland) has had good starts then tended to fade midway through the season, before cleverly dominating the final few rounds, two of which are held in Finland and Sweden...Next year I aim to get a good start," said Bultaco works rider Schreiber.

**Papa heard a good definition of Superbowl the other day: Disco motocross. Tip of the *Cycle News* hat to Suzie Mann and the Vogel brothers, Martin and Dave.**

Jimmy Weinert left July 16 for Europe. The Jammer will contest three 500cc MXGPs and two International events with Kawasaki teammate Brad Lackey. Weinert's tuner, Roy Turner, will not make the trip; instead Weinert's Uni-Traks will receive the attention of a Japanese factory mechanic.

**Along with Bob Hannah's general Superbowl slump, he developed another problem — a sore arm — when he crashed with Scott Gillman, according to mechanic Keith McCarty.**

LOP's Laurens Offner called Papa over to check out the lightest 250cc Yamaha at the Superbowl, Marty Moates' YZ250. According to Offner, the bike checked in at 196 lb. on an air freight scale.

**Marty Smith didn't ride the Coca-Cola Bottlers' Superbowl of Motocross because of his shoulder, injured at the previous week's 500cc National MX in Pennsylvania. Smith's expected to undergo an operation as soon as he builds up enough courage; he'll probably miss two to three months of racing when that happens.**

Rumor has it that Suzuki may unveil a 16-valve, four-cylinder four-stroke to replace the GS1000 and an RG500 style chassis to carry it in. The engine may be 1000 or 1100cc in street bike form and will be the basis for Suzuki's Superbike racers in 1980. Word has the bike making its debut in the Bol d'Or 24-Hour endurance race this September if it fails to appear at the Suzuka Six-Hour in Japan later this month. It's also said that Kawasaki has a 16-valve head for the KZ1000 ready for production.

**HosPITal STOP: Mike Baldwin has sent X-rays and information about his injuries suffered at Loudon last month to Belgian bone specialist Dr. Derweduwen in hopes that he may be able to speed his recovery. But Baldwin says that he has no intention of returning to road racing until his leg is 100 percent. Doctors in the Concord, NH, hospital where Baldwin is recuperating say that he may now be fit enough to return to the sport at the end of September.**

Think you're paying a lot for gasoline? Consider the following prices for a gallon of premium gas in Europe: Belgium — $2.34, France — $2.82, Germany — $2.30, Italy — $2.56, Holland — $2.44, Spain — $2.68. Ouch!

**Suzuki's Roger DeCoster decided not to use his "Earles-type" Ribi front forks in the British round of the World Championship 500cc MX Series. He's waiting for a pair of all new gas units which are being specially developed by Kayaba to keep the weight of the unique suspension assembly down. There's a strong chance that Suzuki may consider buying the pattern for the Ribi forks with a view to making their own — possibly production — version.**

Round three in the National Hot Rod Association's Pro Stock drag racing competition, held July 13-15 in Englishtown, NJ, saw Bob Carpenter's CM Performance Engineering Kawasaki defeat Terry Vance's RC Engineering Suzuki. Complete coverage next week.

**SCORE's Baja 1000 date change: Tuesday, Nov. 6 tech and contingency inspections will be held in Ensenada. Wednesday, Nov. 7 is race day, starting in Ensenada and finishing in LaPaz. Friday, Nov. 9, trophy presentation will be held in LaPaz, late afternoon. More info: Call SCORE at 213/889-9216 or 213/889-9224.**

In a press release with the word "NEWS" boldly lettered in red across the top, Assemblyman Bob Hayes proclaimed July 8-14 as Motorcycle Safety and Awareness Week. Dated on July 9, the release reached Papa's desk on July 12 for publication in the *Cycle News/West* that went to press on Monday, July 16. Hope you all enjoyed it...

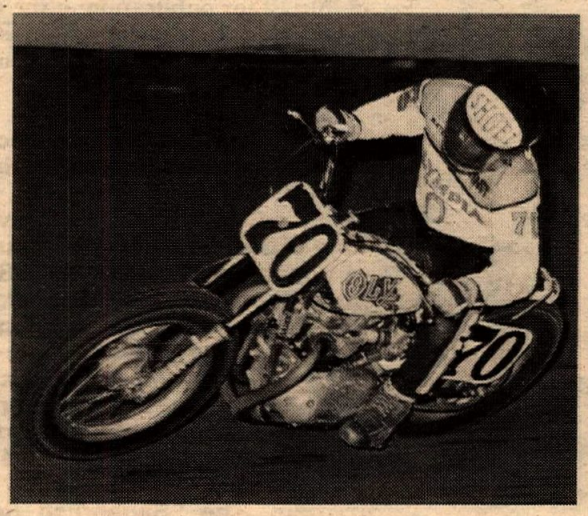
**On the other hand, a second release from Assemblyman Hayes carried encouraging news. The Senate Committee on Governmental Organization has consented unanimously to Hayes' "Sagebrush Rebellion" bill, AB 1407. The bill would require the state Lands Commission to conduct a one-year survey to determine whether some 16 million acres of federally-controlled land are the property of the U.S. Government or the state. At present, the BLM claims title to them. The "Sagebrush Rebellion" movement, which now includes six western states and could eventually cover as many as 10, will challenge the 19th century federal practice of withholding title to state lands as a precondition to statehood. The federal government still claims ownership to large portions of western states — from 43% of Arizona to 96% of Alaska — yet holds no more than 12% of any other state and only 26% of the District of Columbia.**

HosPITal STOP: Rick "Super Hunky" Sieman, editor of *Dirt Bike* magazine, broke two vertabrae and crushed a third when he failed in an attempt to jump Goodwin's Gulch — an obstacle on the Coca-Cola Bottlers' Superbowl of Motocross course — in a press day editors' riding session. Sieman planted his Maico in the opposing wall of the mini-chasm located at the foot of the peristyle jump in the L.A. Coliseum. Super Hunky's been sentenced to two weeks flat on his back to heal. "The only thing that saved me from breaking the spinal column was my spinal erector muscles from years of Olympic weight lifting," Sieman told Papa in a phone conversation. "I'm feeling a little grim right now. I've never felt a G-load like that before! Everybody who doesn't wear a full coverage helmet is nuts," he added, thanking his KRW, then adding an additional credit to Scott Boots for breaking his footpeg instead of his foot. Send those cards to Super Hunky, c/o Dirt Big Magazine, 16200 Ventura Blvd., Encino, CA 91436.

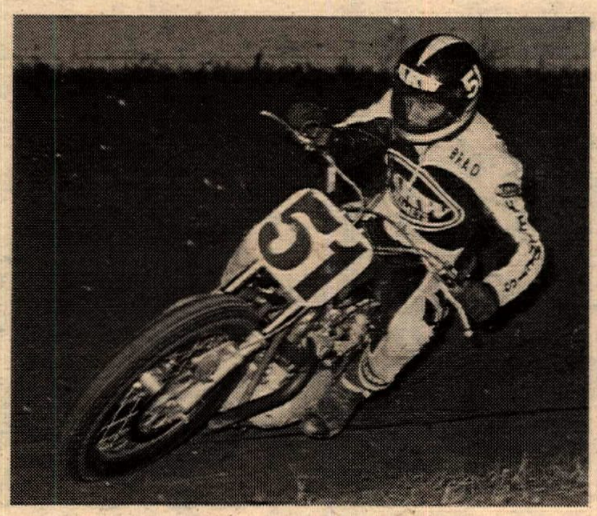
**The International Motorcycle Olympiad III, originally scheduled for Sept. 16, has been postponed due to conflicting AMA and international motorcycle events. A new date, not yet decided, will probably be near the end of the year.** ●

# TORCO
## THE OIL AUTHORITY

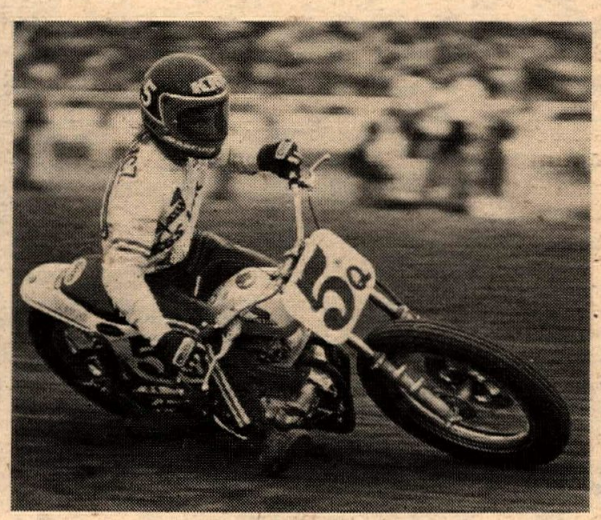
# CASTLE ROCK SPEED WEEK TORCO TRIUMPHS!



Randy Scott/Triumph



Brad Hurst/Triumph



John Wincewicz/Honda

## Wednesday—July 4th

**AMA 15 LAP PRO TT**

**1st**—Brad Hurst/Triumph
Tuner: Jim Messler

**3rd**—John Wincewicz/Honda
Tuner: Jim Messler

## Thursday—July 5th

**AMA 15 LAP SIDEWINDERS TT**

**1st**—Brad Hurst/Triumph
Tuner: Jim Messler

**2nd**—John Wincewicz/Honda
Tuner: Jim Messler

## Saturday—July 7th

**AMA 25 LAP NATIONAL TT**

**1st**—Brad Hurst/Triumph
Tuner: Jim Messler

## Sunday—July 8th

**SIDEWINDERS 25 LAP TT**

**1st**—Randy Scott/Triumph
Tuner: George Herschbach

**2nd**—Brad Hurst/Triumph
Tuner: Jim Messler

**3rd**—John Wincewicz/Honda
Tuner: Jim Messler

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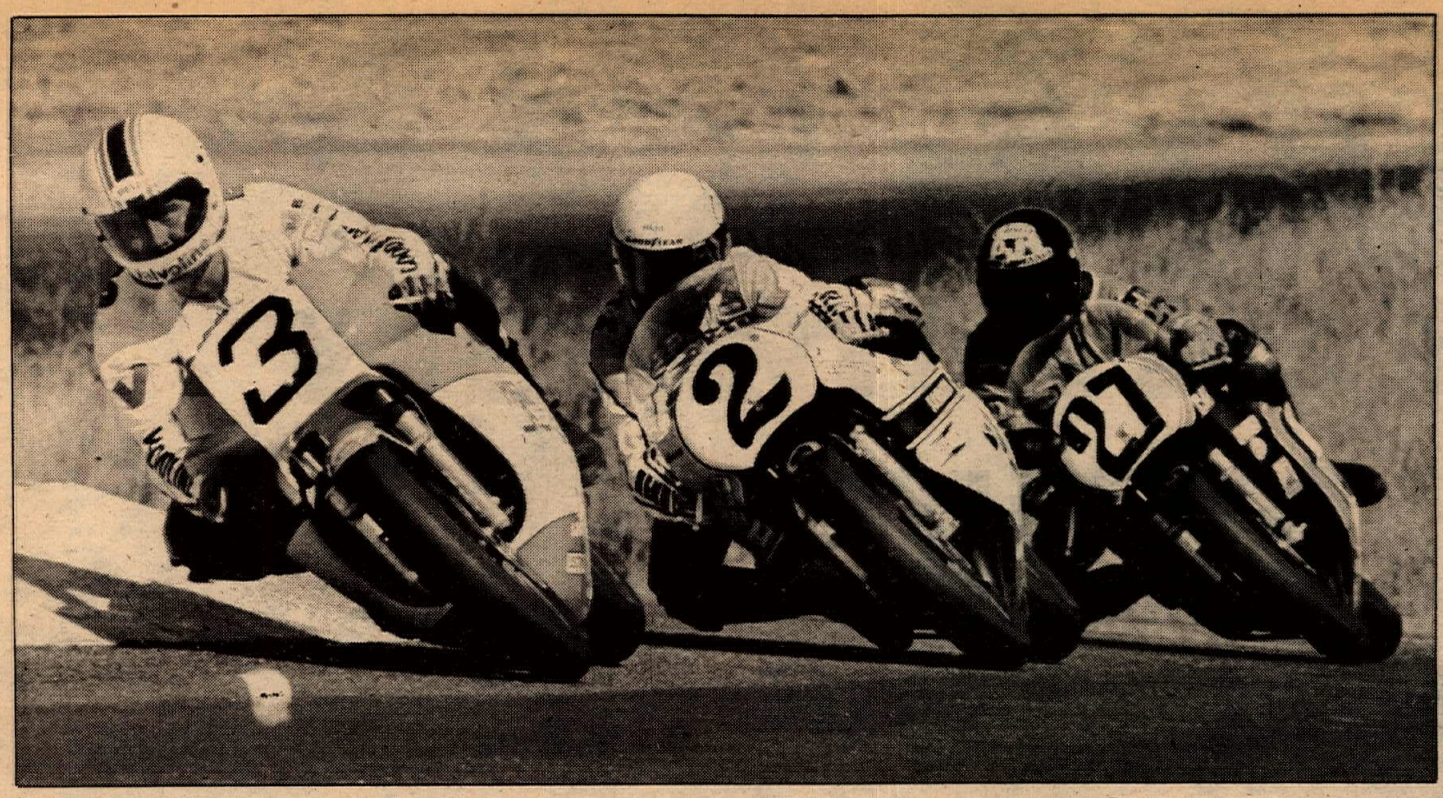
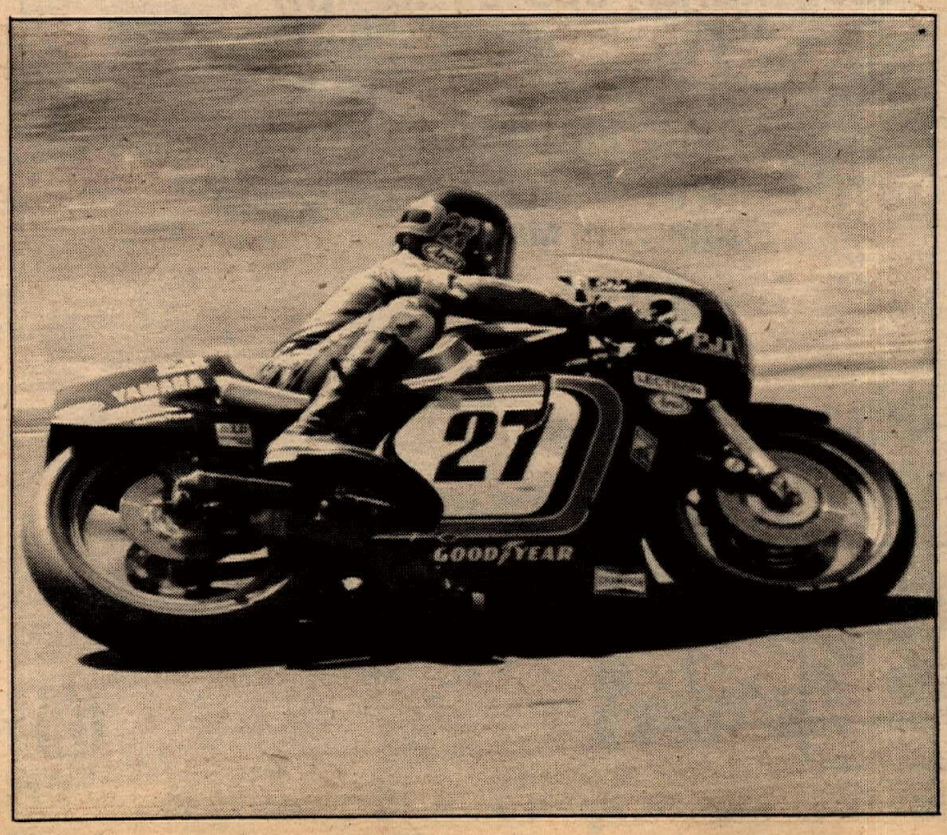


(Above) Gene Romero (3), Kenny Roberts (2) and Skip Aksland played freight train for nearly half of the 50-mile National. (Above) right) Early leader Romero finished third for the second National road race in a row.

(Above) Roberts had reason to smile — he rode the Yamaha 500cc road race bike to its first U.S. win. (Below) Aksland finished second.




## AMA Grand National Champions Series — Round 14

# King Kenny at Sears Po

**By Dale Brown**
**Photos by Patrick Behar, Karl Okamoto and Brown**

SONOMA, CA, JULY 15

Kenny Roberts made his first U.S. racing appearance of '79 a successful one as he and his 500cc factory Yamaha YZR500 took on the 750cc TZ750 Yamahas and led them home in the 750cc Expert feature race at Sears Point International Raceway.

Skip Aksland, winner of the Loudon road races a month ago, finished second, and Gene Romero, who led over half of this race, finished third.

"He doesn't realize this is my vacation — he was hard on me," quipped Roberts to Romero during the winner's circle ceremony.

"He didn't understand," chided Burritto right back, "I'm flat broke. This is my living!"

Said Aksland: "I think I want a rematch at Laguna Seca," to which Roberts replied, "Yeah, I think I'm going to be there."

Sears Point International Raceway hosted a one-day event instead of the traditional two-day road race program. Delays in the heat races led to the shortening of most of the final events. The 750cc Experts went their intended 50 miles, but no other final event was longer than 25 miles. Still, things ran late, with the first final of the day, the 750cc Experts, barely getting underway before 4 p.m.

When they did get underway, it was Romero and his Imperial Spa/Don Vesco Yamaha reacting beautifully to the wave of starter Bob Malley's flag and jumping into the lead. Wes Cooley (Kal-Gard Yam) was second into the first turn, followed by Roberts and Aksland. Aksland nudged his PJ1 Lubricants Yamaha briefly ahead of Roberts in the second turn, but Kenny was soon back by and quickly ahead of Cooley as well.

At the completion of the first lap around the 11-turn, 2.5-mile course, Romero led with Roberts and Aksland on his tail. The lead trio had already started to pull away from Cooley and the rest of the pack, and they would continue to do so for the remainder of the race.

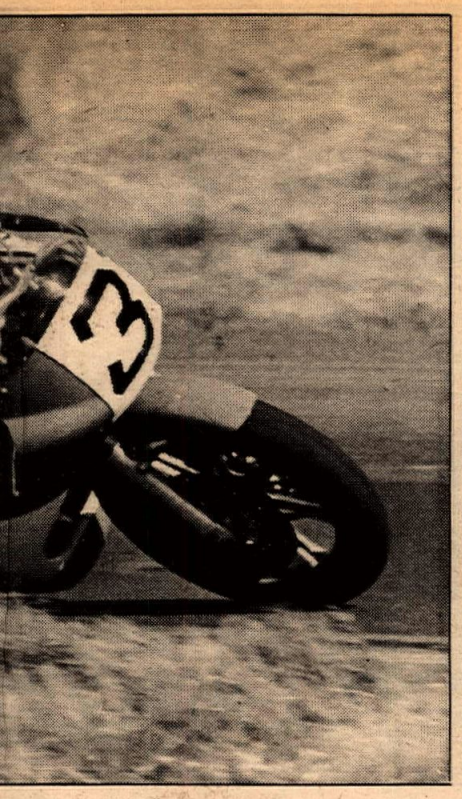
Behind Cooley, the first two riders to hold fifth past the finish line were also the first two out with difficulties: Harry Klinzmann and Bruce Hammer.

By the fourth lap, the first three riders were a six-wheeled unit leading Cooley, Rich Schlachter, Gil Martin, John Bettencourt, Dave Garoutte, Dave Emde and Miles Baldwin.

Schlachter had been involved in a second turn scuffle after Mark Jones went down. Schlachter was forced off the track; Jones retired.

While the lead trio was busy testing each other's defenses, Schlacter, riding a Self/Sky Cycles-sponsored TZ, and Martin, aboard a self-sponsored machine, passed Cooley on the sixth lap and began a ferocious battle over fourth.

Roberts had passed Romero on several occasions in the first 10 laps,



/Winston Pro

# eigns nt

but Gene had always taken the point position back before the start finish line. Roberts took the lead on the 11th lap, lost it momentarily on the following circuit, and then took it for good. Once out in front he managed to open up some breathing room and romped past the checkered flag on the 20th lap with about a 15-second lead.

Aksland, who'd been omnipresent in third through the race, also found a way by Romero — doing it on the 13th lap — and pulled a small gap in the seven remaining laps. The first three were nearly lightyears in front of the rest of the pack.

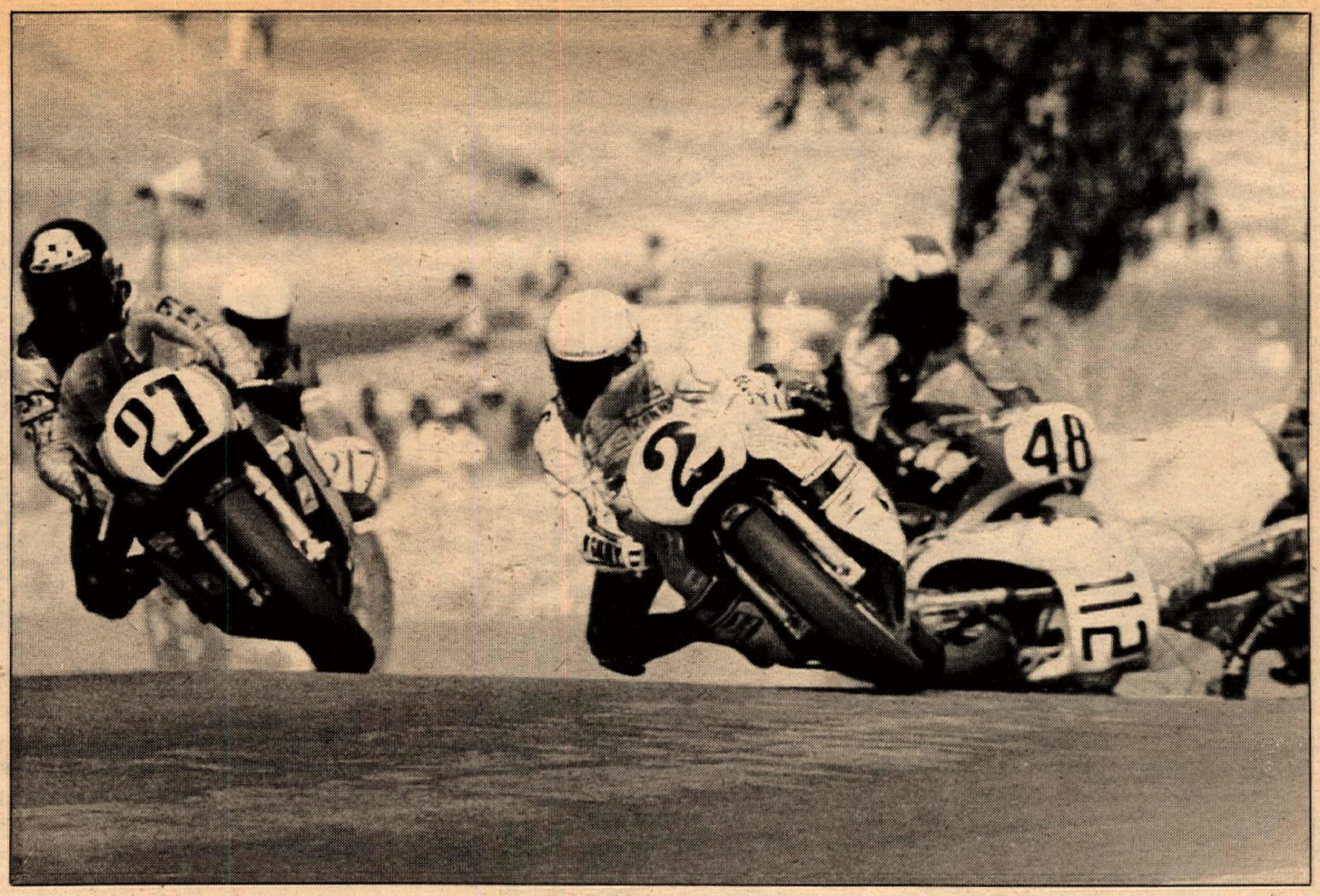
Schlachter had finally gotten away from Martin and he finished fourth (Rich would later duplicate the feat in the Superbike Production race). Martin was fifth over Cooley, Emde, northern Californian Dave Garoutte, John Bettencourt and Miles Baldwin.

Roberts' win gave him his first Winston Pro Series points of the year, while Aksland's second place finish moved him into a tie for seventh place in the standings. "On the dirt tracks we've been having some problems," said Skip, "but we're coming back in the second half to show 'em how it's done." ●

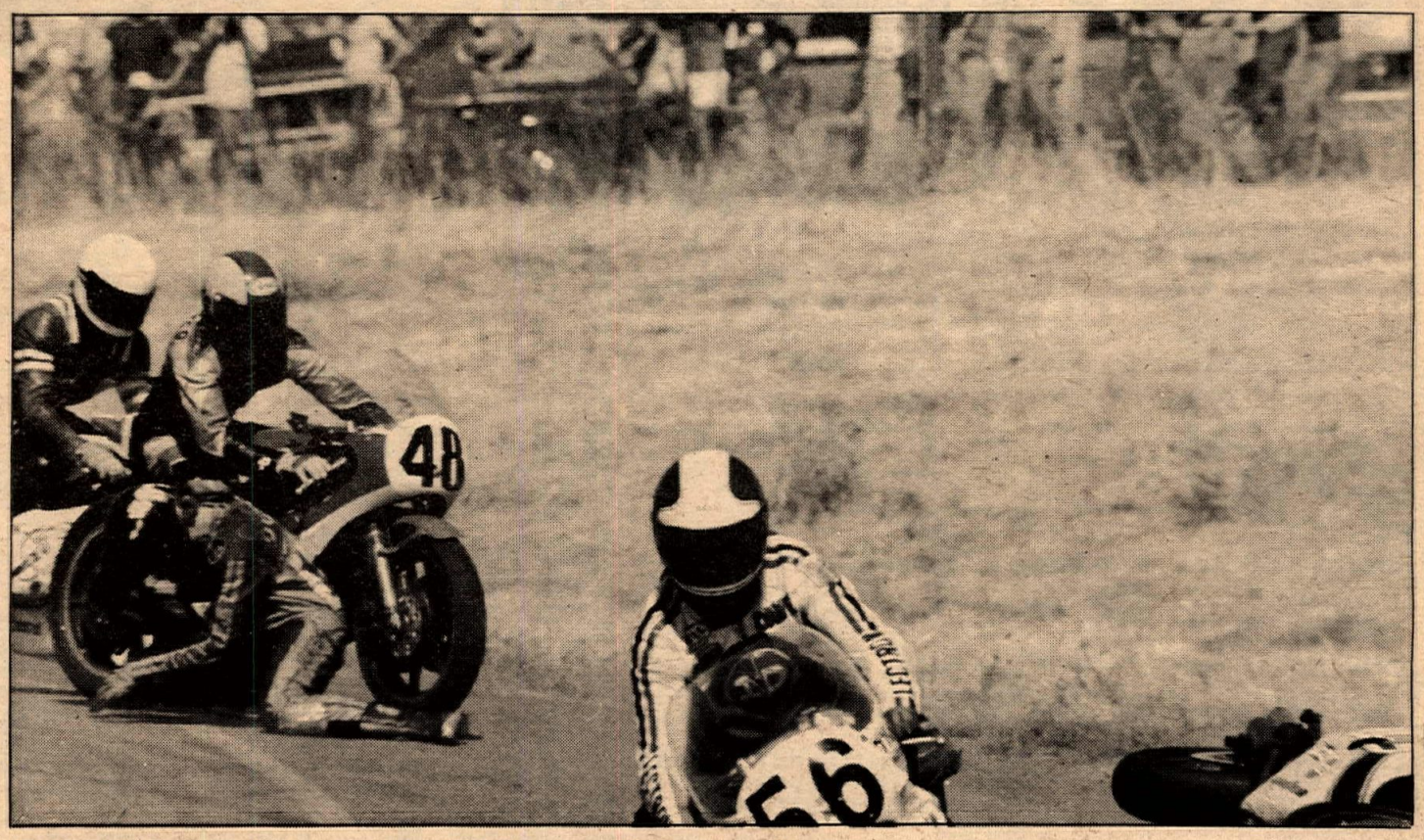
**Results**

1. Kenny Roberts (Yam); 2. Skip Aksland (Yam); 3. Gene Romero (Yam); 4. Richard Schlachter (Yam); 5. Gill Martin (Yam); 6. Wes Cooley (Yam); 7. Dave Emde (Yam); 8. Dave Garoutte (Yam); 9. John Bettencourt (Yam); 10. Miles Baldwin (Yam); 11. Pierre Beullac (Yam); 12. Roberto Pietri (Yam); 13. Bruce Line (Yam); 14. Kevin Stafford (Yam); 15. Richard Williamson (Yam).
TIME: 35:49.91.
AVG. SPEED: 83.92 mph.

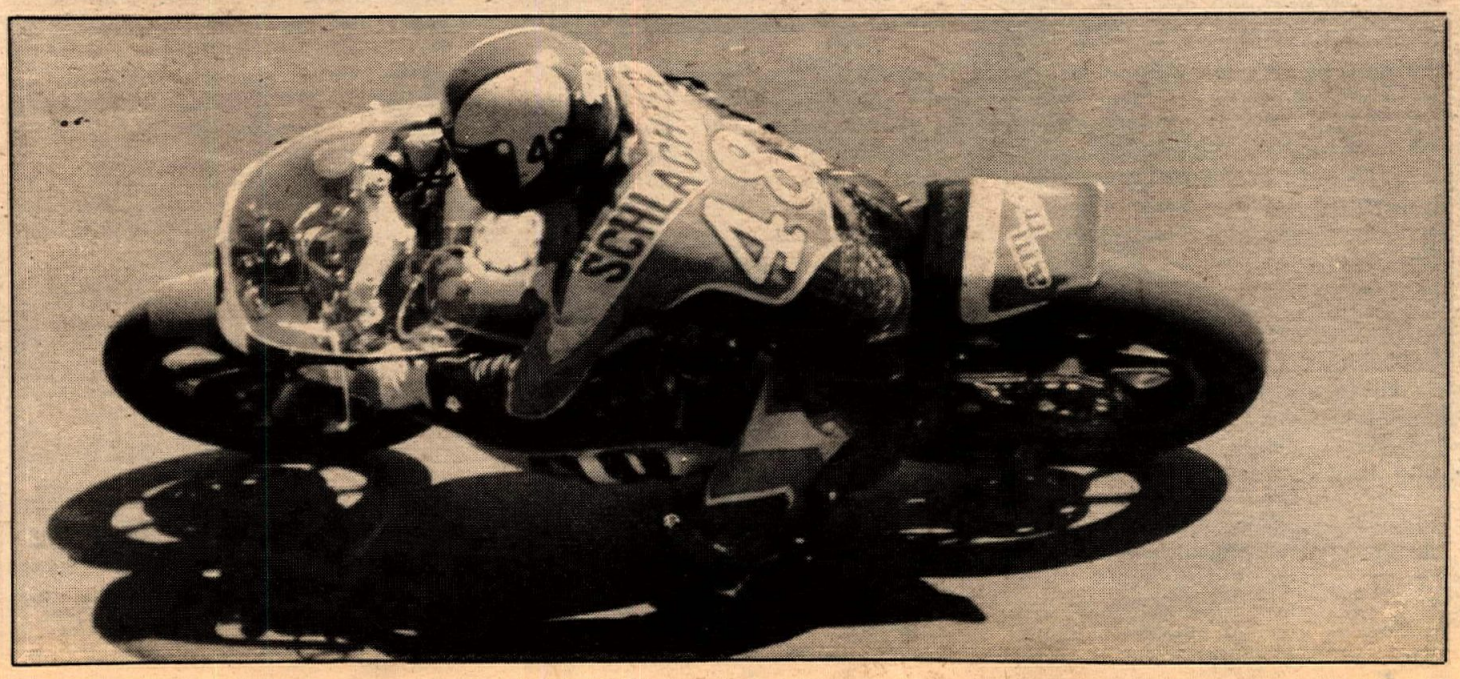
AMA GRAND NATIONAL CHAMPIONSHIP/ WINSTON PRO SERIES POINT STANDINGS: 1. Steve Eklund (141); 2. Randy Goss (123); 3. Jay Springsteen (107); 4. Gary Scott (88); 5. Garth Brow (66); 6. Mike Kidd (63); 7. (TIE) Skip Aksland/Rick Hocking (58); 9. Corky Keener (55); 10. Hank Scott (49); 11. Ricky Graham (48); 12. (THREE-WAY TIE) Ted Boody/ Steve Morehead/Scott Pearson (47); 15. Scott Parker (34); 16. Mickey Fay (33); 17. Gene Romero (32); 18. Dale Singleton (31); 19. Brad Hurst (28); 20. Rich Shlachter (27).



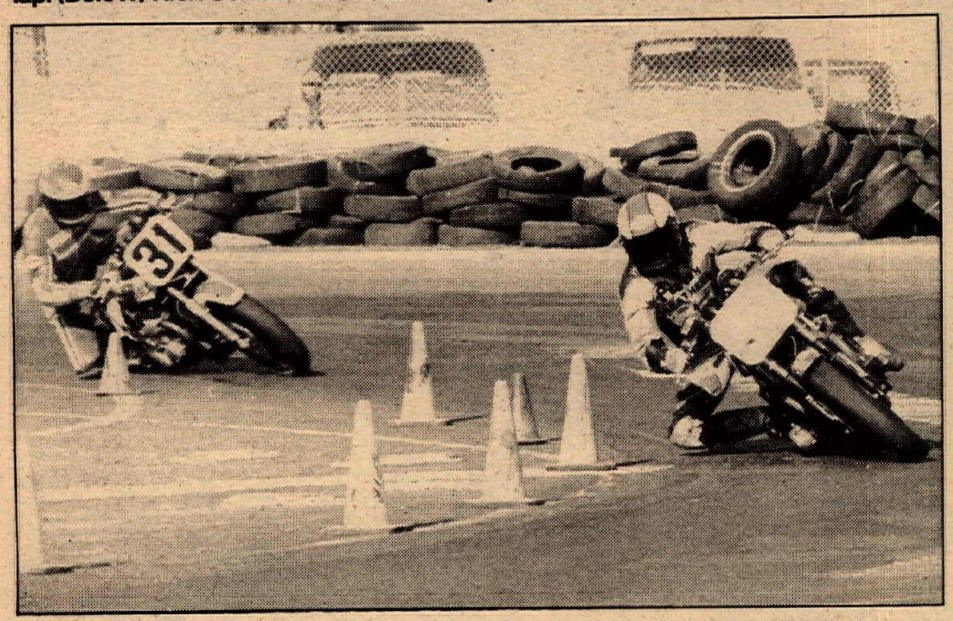

(Above) Mark Jones (112) crashed in the second turn of the race and forced Dave Emde (56) and Rich Schlachter (28) to take evasive action (below). Emde finished seventh and Schlachter fourth. Jones walked away from the crash but did not compete again.

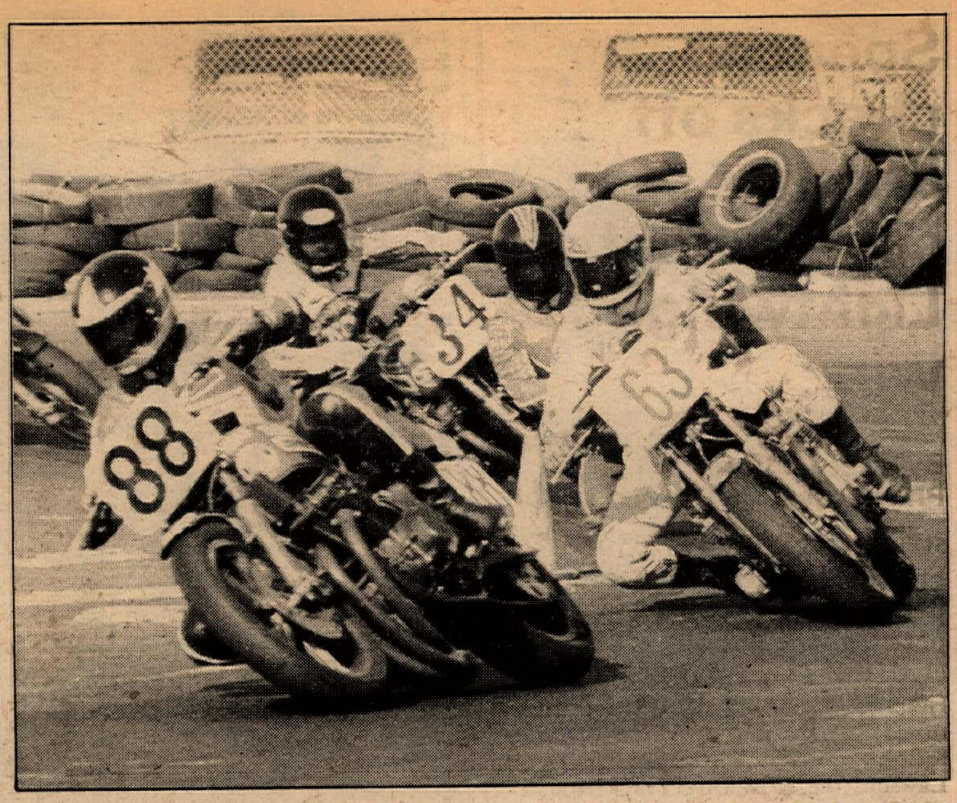



(Below) Schlachter had a good day, finishing fourth in two events.

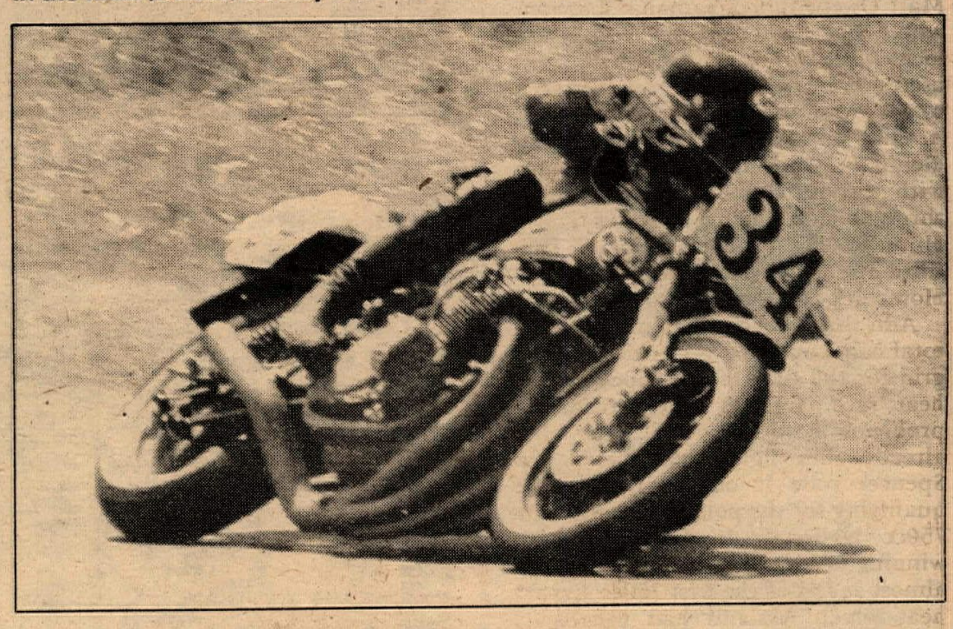


(Above) Superbike winner Freddie Spencer (8) and Ron Pierce take a cool-off lap. (Below) Rich Schlachter (48) and Harry Klinzmann (31) were paired up all day.





(Above) Wes Cooley (34) worked his way out of this traffic jam to finish third in the final. (Below) Cooley led his heat race until a flat tire sent him packing.



# Spencer takes Superbikes by storm

**By Bobi McGann**
**Photos by Dale Brown and Karl Okamoto**

SONOMA, CA, JULY 15

## Seventeen-year-old Freddie Spencer deftly outmaneuvered a 38-rider Superbike Production field and worked his way into the Sears Point winner's circle for the second time in less than

an hour. Spencer was never seriously challenged for the lead; from the instant the start flag appeared, the Louisiana pavement master waged complete control over the entire field, and the Kawasaki Motor Corp./Arai Helmets sponsored KZ1000 (Mike Baldwin's machine) never missed a beat. Spencer completed the 10-lap final, which had been shortened from an original 16-laps due to delays caused earlier in the day, with a large margin of breathing room over the Pops Yoshimura Suzuki of Ron Pierce.

Wes Cooley, who started the final in dead last, was a man on the run from the start. Cooley, favored to win going into the early stages of day, eventually earned his third place finish as he blasted his Yoshimura R & D of America/Suzuki up through the ranks to join Spencer and Pierce in victory circle.

Cooley, Loudon Superbike winner Richard Schlachter on the other factory Kawasaki, Harry Klinzmann on the Racecrafters/Kawasaki Motor Corp. Kawasaki and John Bettencourt, Yoshimura East/Bettencourt's Suzukiz/Accel/Spectro Oils Suzuki, led off the first of two qualifying heats. What initially appeared to be a runaway for Cooley went away on lap three when his rear tire blew out: Cooley ran off the track, saved it, hit a ditch, saved it again, hit another ditch, and took a "Laugh-In" type fall that was probably no laughing matter for him. Schlachter inherited the lead and the win followed up by Klinzmann, Paul Ritter, on the San Jose BMW, Bettencourt and Warland Kawasaki mounted Steve Mallonee.

The second, and fastest, heat went to Ron Pierce but Spencer, who already had it dialed in just right, pressured him right down to the wire. Chuck Parme, on his self-sponsored Kawasaki, Dave Emde on the Vetter Kawasaki (Yoshimura R & D didn't have a bike ready for him), and Dennis Smith, Del-Amo Suzuki, earned their tickets to the first two rows of the Superbike final.

As the mid-summer sun dropped into potential blinding position in the turns over the Sears Point hills, the final (two hours late) finally was staged. Freddie Spencer, hot off his 250cc Expert win just minutes earlier, was ready to do it again. This time he had no trouble keeping his tires on the pavement; Spencer shot off the line and proceeded to set a blistering pace for Schlachter, Klinzmann, Smith and Pierce who were in control of the next four positions. Cooley had already started his work-through-traffic charge to the battlefront and was up to seventh by the second lap.

Smith, feeling the pressure being dealt out by Pierce, couldn't keep up the pace. Cooley had Pierce in his sights as he too went around Smith and Klinzmann started to get a little sideways in the corkscrews.

Just past the halfway mark, as Spencer expertly smoothed out the twisted circuit, a four-abreast battle for second was raging between Klinzmann, Schlachter, Pierce and Cooley in the back sections. Second through fifth positions at this point was anyone's guess.

Finally, on the next to last lap of the shortened race, Pierce made a move around Klinzmann stick. Schlachter was fairly steady in third, but Cooley just kept on coming right behind him.

Spencer had the race sewn up with more than a 12-second margin over Pierce. But the young man from Shreveport didn't let up. He maintained his pace right down to the wire; even six more laps probably wouldn't have made any difference in the final outcome, barring mechanical failure.

On the last lap, Cooley opened it up to the max, went around Schlachter and was headed for Pierce when the race ended about a lap too soon for him. As the trio shared the victory podium, a tired but happy Freddie Spencer could only add, "I was just really fortunate."

Indeed, after two consecutive wins within an hour, it appears that Spencer is not only fortunate, he's also a very talented young man who is quickly establishing his mark as one of America's newest top road racers of the future. This was Spencer's first Superbike win of National caliber. He will join Daytona Superbike winner Ron Pierce and Loudon Superbike winner Richard Schlachter for another go at it on August 5 at Laguna Seca. The door is still wide open. ●

### Results

1. Freddie Spencer (Kaw); 2. Ron Pierce (Suz); 3 Wes Cooley (Suz); 4. Rich Schlachter (Kaw); 5. Harry Klinzmann (Kaw); 6. Chuck Parme (Kaw); 7. Reg Pridmore (Kaw); 8. John Bettencourt (Suz); 9. Dennis Smith (Suz); 10. Roberto Pietri (Suz); 11. Paul Ritter (BMW); 12. Dave Emde (Kaw); 13. Steve Mallonee (Kaw); 14. Gordon Seim (Kaw); 15. Carry Keoshgerian (Kaw).
TIME: 18:27.58.
AVG. SPEED: 81.25 mph.

# Spencer checks off another sensational Lightweight win

**By Bobi McGann**
**Photo by Dale Brown**

SONOMA, CA, JULY 15

Freddie Spencer staged a repeat performance of his Loudon Expert Lightweight win as he rocketed the Howard Racing/Arai Helmets sponsored, Erv Kanemoto tuned Yamaha into the winner's circle for the third time this year. Eddie Lawson, the 1978 Dirt Track Rookie of the Year, was Spencer's closest threat on the Ted Dann sponsored/Matt Owens tuned Yamaha. Lawson, who's been successfully contesting local AFM club racing at Sears Point, used every available line on the track to get around the young Cajun — but nothing worked. Northern Californian Gennady Luibimsky, also familiar with the difficult Sears Point circuit through club racing, put his Harry Hunt Racing Products Yamaha into third after a lengthy battle with Mark Homchick and David Garoutte.

Add three, take away nine, and the total came up to only 17 riders on the grid for the start of the 250cc Expert heat race. Injuries and mechanical problems had narrowed down the already slim lightweight field, but Spencer rode it out as if he were qualifying for the pole position for the 750cc National. In fact, Spencer's winning heat race time of 9.06.71 was almost as fast as the first 750cc Expert heat which Aksland had turned in 9.06.24. Eddie Lawson was 15th off the line but charged up to second place before the first lap had been completed, where he remained for the duration. Luibimsky held down third throughout the heat but had to turn on the gas during the last three laps in order to hold off Mark Homchick. Dave Garoutte on the DKG Frames Yamaha was fifth and the front row was set for the Lightweight Final.

Lawson, Homchick and Spencer shot off the line in one-two-three formation at the start of the Lightweight Final. Lawson looked surprisingly comfortable during his short lead but Spencer didn't waste any time in setting up for the kill. By the third lap, the tables had turned, and Freddie was out front, in usual form, turning it on and waving goodbye at the same time.

On the sixth lap the order was Spencer, Lawson, Luibimsky, Homchick and Rudy Galindo. Galindo had inherited fifth, courtesy of Dave Garoutte who had just gone down in turn seven. It was later reported that Garoutte had sustained a broken wrist during his fall.

From lap seven on, positions remained the same down to seventh place for the rest of the race. The only changes in position that occurred was between seventh place Bruce Maus on the Ed's Service Yamaha and eighth place David Bearden on a Yamaha from Harker Hts., Texas. On the last lap they swapped, and Bearden took the finish flag ahead of Maus.

Spencer said later that he had no problems outside of the fact that, "Everybody's fast. It's always hard work. I had a little trouble getting the rubber to stay down right off the line." Lawson's only problem was, "The tire went away — other than that I had a good time." The shortened Lightweight Final, held immediately after the Novice Final, didn't allow Spencer a chance to taste the fruits of victory. Freddy didn't get any champagne — he had to get ready for the Superbike Final. No rest for the wicked, so "they" say. And "they're" right. Spencer has been wicked on every road race track so far this year. ●

### Results

1. Freddie Spencer (Yam); 2. Eddie Lawson (Yam); 3. Gennady Liubimsky (Yam); 4. Mark Homchick (Yam); 5. Rudy Galindo (Yam); 6. Bruce Lind (Yam); 7. David Bearden (Yam); 8. Bruce Maus (Yam); 9. James Woolsey (Yam); 10. Bob Gutschow (Yam); 11. David Garoutte (Yam); 12. Pierre Beullac (Yam).
WINNER'S TIME: 18.066.66.
SPEED: 82.82 mph.

# Glover blasts Novice field

**By Dale Brown**

SONOMA, CA, JULY 15

Southern California's John Glover played leader of the pack from flag to flag in the 20-mile Novice race, while Doug Draper came on strong in the final laps to steal second away from Loudon Novice winner Alan Collins.

Glover, who had won the first of two heats, grabbed the lead at the start with Brian Thompson on his heels as they headed up the hill for turns one through six. By the end of the lap, however, Thompson was out of the top four, and Collins, Gordon Seim (on one of the few Kawasakis in the Yamaha-dominated field), and Draper were the ones chasing Glover.

The leading quartet soon broke up into dual battles between Glover and Collins and Seim and Draper. Fred Winters held fifth in front of David Matthews.

In the closing moments, Draper began a charge that carried him past Seim and Collins to take a narrow second. It was the first time on an AMA victory podium for Glover and Draper, who are experienced California club racers (as are Collins and Seim), but Collins' third place finish marked the third straight time he's been on such a podium this year.

Winters kept fifth to the finish ahead of Matthews. Richard Arnaiz, who finished second in the Daytona Novice race, had made a brilliant charge from the last row of the second wave all the way to seventh in eight laps. However, he was penalized a lap, apparently for jumping the gun on the start. Seventh thus went to Thompson and he was followed by Daytona Novice winner Benny Del Monico, Ron Williams and Alan Ward. ●

### Results

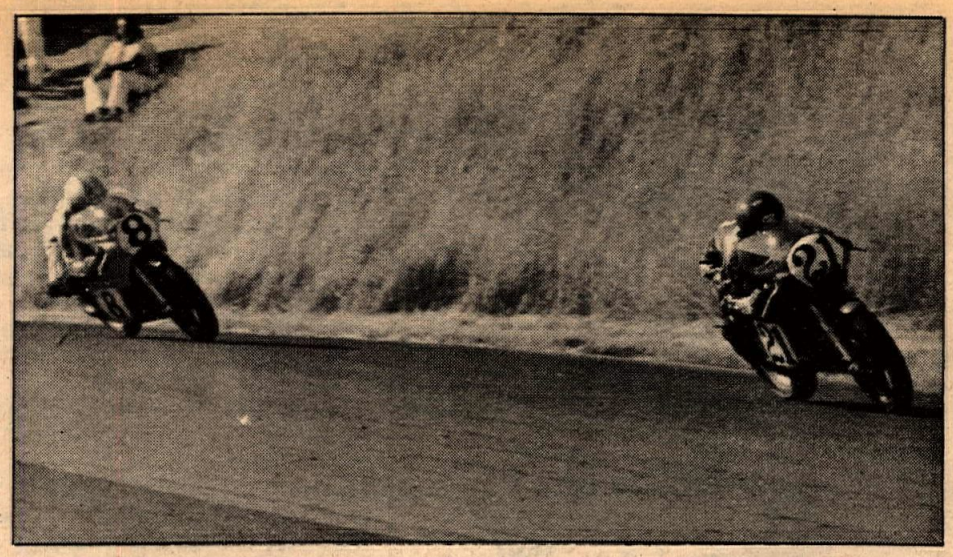
1. John Glover (Yam); 2. Doug Draper (Yam); 3. Alan Collins (Yam); 4. Gordon Seim (Kaw); 5. Fred Winters (Yam); 6. David Matthews (Yam); 7. Brian Thompson (Yam); 8. Benny Del Monico (Yam); 9. Ron Williams (Yam); 10. Alan Ward (Yam); 11. William Brinkerhoff (Yam); 12. William Mullins (Yam); 13. Jeff Allison (Yam); 14. Mark Legarra (Yam); 15. Robert Roberts (Yam).

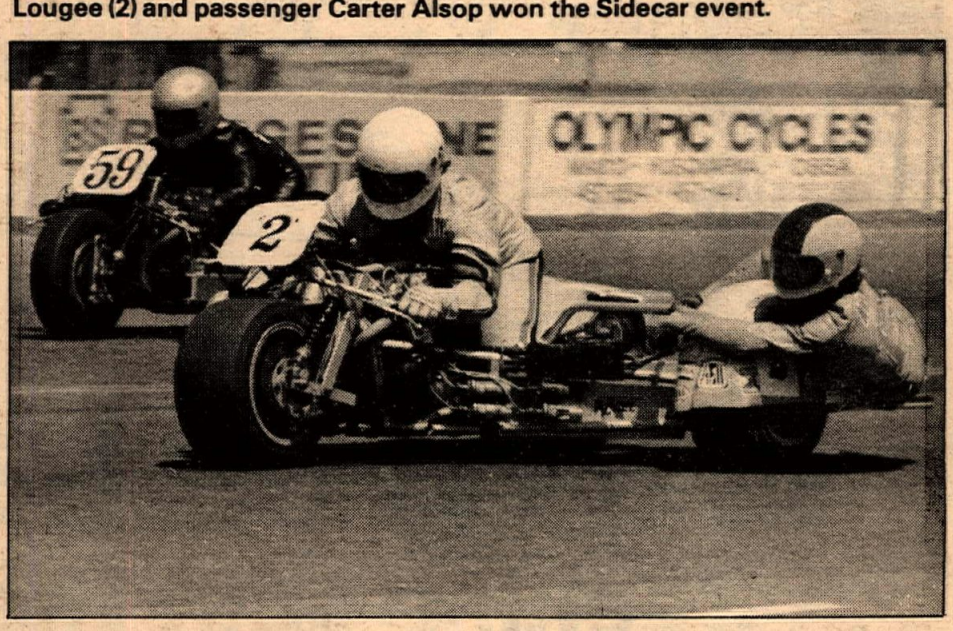
# Lougee and the lady take close Sidecar win

**By Dale Brown**

SONOMA, CA, JULY 15

An exciting battle for the lead went down to the flag in the Sidecar final, with Wayne Lougee and passenger Carter Alsop holding on to win by five feet over the rig of Larry Coleman and Mark Bevans.






(Top) Eddie Lawson leads Freddie Spencer early in the Lightweight final. (Above) John Glover (190) holeshots the Novice field. (Below) Driver Wayne Lougee (2) and passenger Carter Alsop won the Sidecar event.

It had been a four-stroke versus two-stroke battle as the Kawasaki-powered chair of Lougee/Alsop had jumped into the lead early only to have their lead taken away by the TZ750 Yamaha-powered Coleman/Bevans machine for a few laps midway through the race.

Lougee and Alsop, winners of the heat race, started on the pole and jumped into a quick lead. They were followed by the machines of Kurt Kritikos/Peter Essaff and Vance Breese/John Morris. Coleman and Andrews were fourth at the completion of one lap and then in second by lap three after passing Breese/Morris and seeing the retirement of Kritikos and Essaff.

Lougee and Alsop built a healthy lead in the early going, with Lougee manhandling the chair through the hilly parts of the course in such a manner that the track's announcers were nearly going crazy trying to describe it. Carter was hanging on, though she said later that she nearly fell off once in turn two. "You should see the bruises I have," she remarked at the finish.

However, once they were in second, Coleman and Bevans started reeling in the leaders in a hurry, and they took over the lead on the fifth lap.

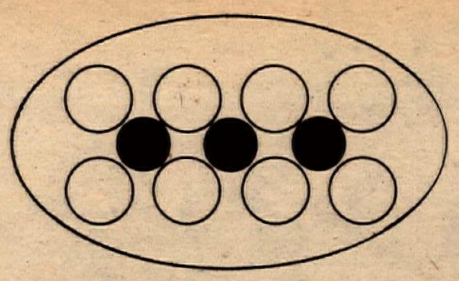
Behind the two (four?) leaders, the Kawasaki-powered chair of Bill Davidson and Pat Dunn had taken over third. Breese and Morris were out due to a sputtering motor.

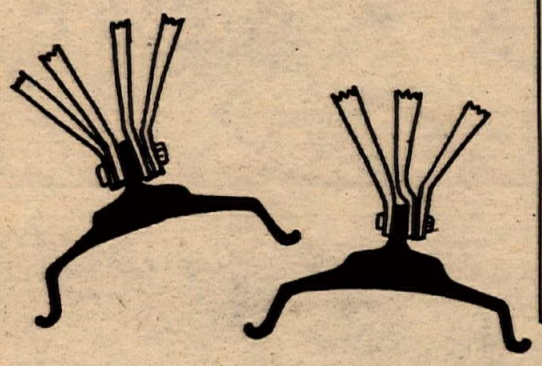
Coleman and Bevans stayed in the lead for two laps, until Lougee and Alsop caught them between turns two and three. From there to the finish, it was extremely close but Lougee and Alsop held on to win.

Finishing fourth was the Canadian team of Roy Richard and David McKenna on their Yamaha-powered outfit. Fifth went to Doug Rowe and Jim Huber (Suz) while Canadians Ian Fillery and Stephen Quinn (Kaw) took sixth in a near dead heat with Gary Allison and Frank Lindbutcher. ●

### Results

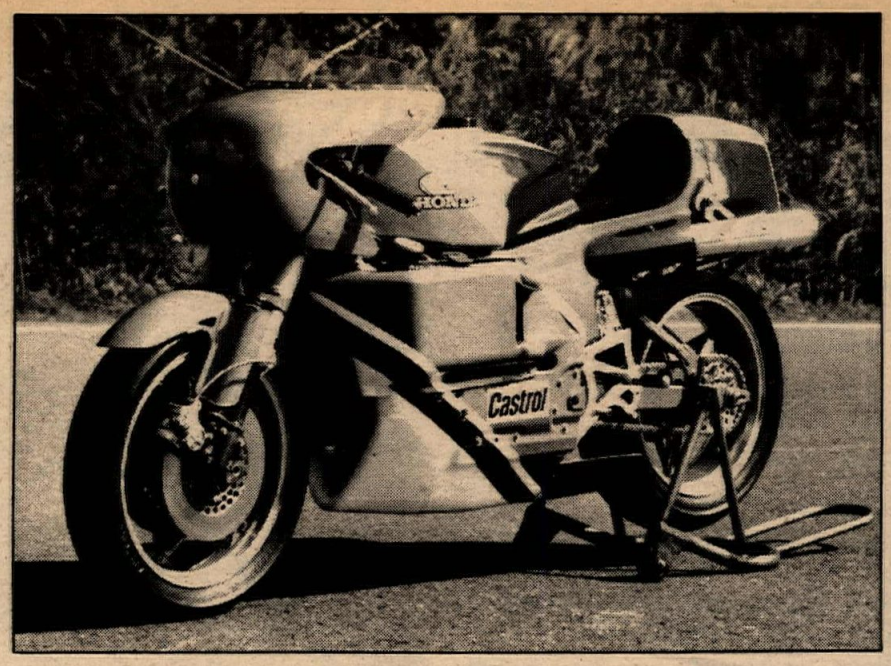
1. Wayne Lougee/Carter Alsop (Kaw); 2. Larry Coleman/Mark Bevans (Yam); 3. Bill Davidson/Pat Dunn (Kaw); 4. Roy Richards/David McKenna (Kaw); 5. Doug Rowe/Jim Huber (Suz).
TIME: 16.47.99.
AVG. SPEED: 71.43 mph.

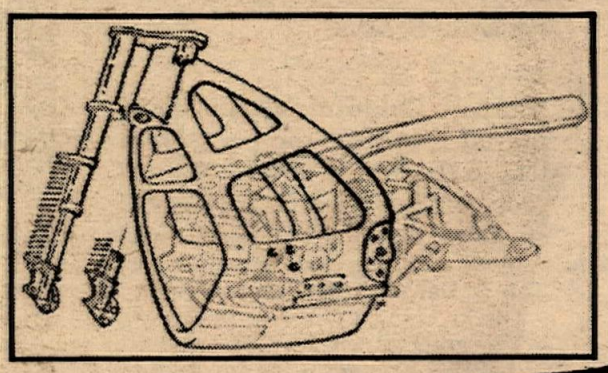


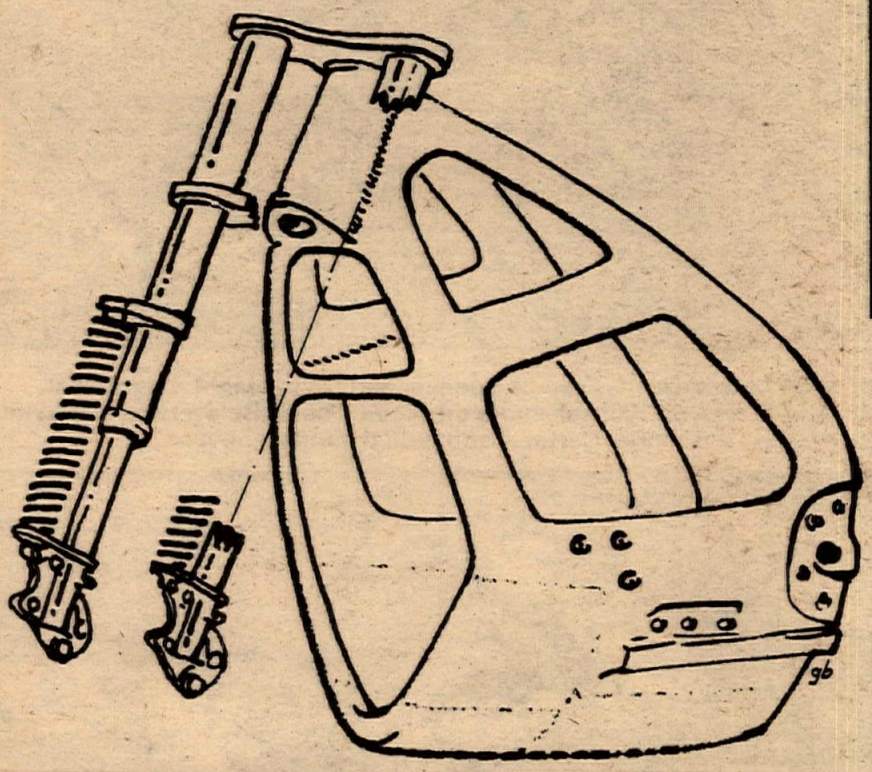


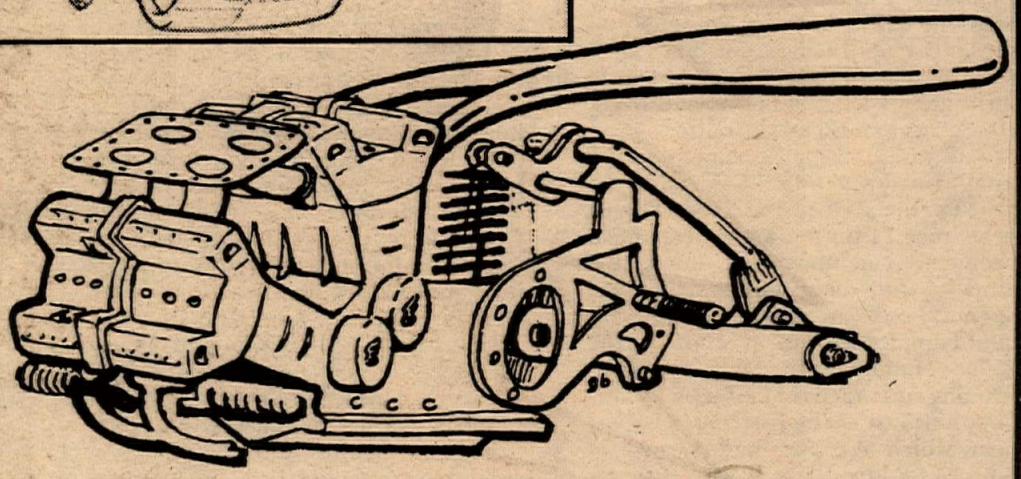
Sketches from Moto Journal, No. 416, June 14, 1979

**(Above, left) Here's what the combustion chamber configuration must look like according to the Moto Journal staff: Eight valves and three spark plugs per cylinder (32 valves and 12 plugs ...wow!) crammed into 125cc cylinders will mean tight placement. (Left) Two cross-sections of the reinforced Comstar wheels: The three-spoker is on front, the four-spoke-per-point model goes on back. (Below) The monocoque lower front frame section accepts the motor/rear suspension assembly: It's held together by seven bolts. (Top right) Assembled with a red, white and blue paint scheme, it's beauty in motion.**







# Battlestar exotica

## Peeking past the Honda 500cc GP machine's obscuring exterior

*Moto Journal, the Paris-based motorcycle magazine, offered an evaluation of what lies beneath the smooth — and obscuring — exterior of the Honda 500cc Grand Prix road racer in a recent issue. With thanks to Patrick Behar, our translator, and to the staff at Moto Journal, we present a peek at the Honda's secrets.*

According to Mick Grant, who along with Takazumi Katayama will ride the new Honda, Honda has invested almost nine million dollars in the 500cc Grand Prix road racer's development. Who else could make such an immense commitment? Only two photos have been released thusfar, and they only hint at what lies within. But by combining knowledge gleaned from the pictures, rumors and other known information, it's possible to speculate on what Honda hath wrought. And it's a bunch!

The wheels measure 16 inches in diameter, and with that information alone, the overall size of the bike takes on impressively compact proportions. Perhaps the same size as a Yamaha TZ250.

Along with reduced size, for a 500cc machine, a monocoque "frame" made of carbon fibers instead of heavier steel helps keep the weight down in the 200-220 lb. range, it is speculated. Carbon fiber construction, while very light, is also very expensive. But with $9,000,000 to play with, that's hardly a factor. The big catch is that any crash will certainly mean retirement from the race since repair is out of the question; the entire "frame" would have to be replaced, unlike a weldable steel unit.

The lower portion of the fairing is the main part of the frame. Its shape accounts for its strength, and it's cut away for access to the engine and radiators. But for maintenance that isn't possible with the machine completely assembled, it appears that only seven bolts will release the entire motor, transmission and rear suspension from the frame and front suspension, baring the entire motor for easy access.

The motor itself is a V-4 with two crankshafts. It may be fuel injected rather than using standard carburetor induction. The cylinders are oval-shaped. In the 1930s, the concept of using oval pistons had been explored, but technology has not caught up with the engineers' dreams until the development of this motorcycle. Two overhead cams drive eight valves per cylinder, three spark plugs fire into each elongated combustion chamber. Rumored redline is 20,000 to 22,000 rpm. The motor is cooled by two radiators, one mounted on each side of the motor.

The swingarm is centered on the countershaft, and the rear suspension is very similar to the Kawasaki Uni-Trak in design. Comstar-type wheels have more spokes than the production Comstars. The front wheels have three spokes on each of the five points; there are four at each point on the rear wheel.

Front forks have outside shock absorbers for ease in tuning-in the suspension at the track. The telescopic parts are for guidance only; all spring and hydraulic parts are in the separate shock absorber units.

Exhaust pipes are dual two-into one units, one from the top two cylinders and one from the bottom.

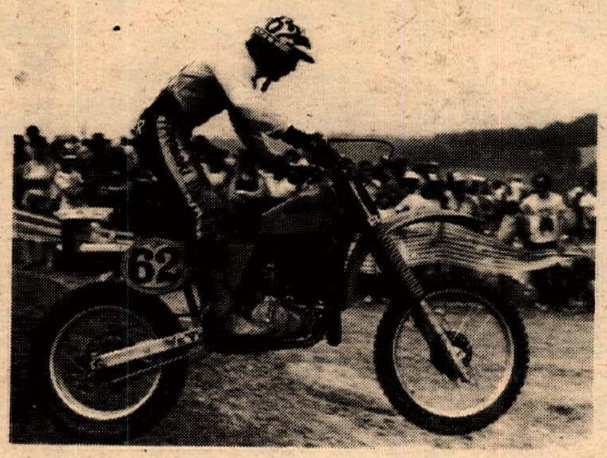
The Honda is slated to make its first public appearance at the British Grand Prix on August 12. With coverage of that race will come an end (we hope) to the speculation about the Honda's exotic innards. Until then, this bit of expanded French fantasy will have to suffice. Patience... ●

# Mosier doubles at Mount Morris.

Gaylon Mosier did it again! At Mount Morris he won both motos in the 500cc class. Riding his Rocky Williams prepared Kawasaki KX420 works bike, with the amazing new Uni-Trak, he kept everyone behind him and pulled off another double.

If there was ever a way to introduce the Uni-Trak, this is it. The Kawasaki suspension is really getting more power to the ground, and Gaylon's making every use of it. He's living proof that if you haven't got the greens, you're gonna get the blues.

Good luck, Gaylon, Don't let the good times pass you by.




**Kawasaki**

Heh, heh, heh.

SUZUKI
30
3

## AMA/Toyota Supercross Series — Round 11

# Barnett bags Superbowl VIII, Hannah jinxed

**By Charles Morey**
**Photos by Ron Lawson and Morey**

LOS ANGELES, CA, JULY 14

**"Everything went right, that's for sure!" Team Suzuki's Mark Barnett responded to announcer Larry Huffman in the Coca-Cola Bottlers' Superbowl of Motocross VIII winner's circle.**

Before a crowd of 76,064 cheering spectators in the Los Angeles Coliseum, the Bridgeview, Illinois rider had edged Team Yamaha's Mike Bell — last year's Superbowl winner — by the narrowest of margins following a duel that had begun just past the halfway point in the 20-lap main event.

"He was just going good — what can I say?" Bell shrugged when asked about the quality of the ride put in by the man he'd been following for half the race. The race had been ultra-tense, with Barnett countering every aggressive move Bell used to push his way past. Blocking, some observers called it. All 76,000+ watchers agreed that it was Supercross racing at its best.

Team Kawasaki's Gaylon Mosier had led from lap four when he'd passed the Teeny Meanie, teammate Jeff Ward, who'd used his high horsepower-to-weight ratio to get the jump on the field at the start. Mosier was looking good — much like he'd looked at Anaheim when he won last year — until lap 18, with two laps to go, when Barnett squeezed by. Gaylon lost one more position to Bell as the lanky Lakewood, California rider set his sights on Barnett. Mosier held third over Suzuki's Kent Howerton and fifth place Jeff Ward at the checkered flag.

Kent Howerton's fourth place ride, combined with his win in the qualifying moto, added 21 points to his Toyota Supercross Triple Crown tally and put him into the Triple Crown point standings lead over former leader Bob Hannah.

Hannah still leads the AMA/Toyota Supercross Series point standings by a tremendous margin, 253 over Jimmy Weinert's 195, even though Hannah didn't score a single point all night at the Superbowl. The rider called Hurricane has already clinched the series title; it's mathematically impossible for anyone to catch up. Only one event remains in the '79 AMA/Toyota Supercross Series — the Coca-Cola Bottlers' Motocross Finals in Anaheim Stadium on November 17 — and if Hannah doesn't score any points there either, he'll still take the title.

Superbowl is an event that Bob Hannah's never won — his jinx if you believe in that sort of thing — and tonight marked what must have been the Hurricane's worst race ever. He failed to transfer to the main event directly from his qualifying moto when he locked up the rear wheel in a slippery spot, stalling the motor; then he fell in the next turn, too. The incidents put him in sixth place — only five transfer — and there he finished. He won the semifinal race, moving to the main. In the main event, Hannah started far back in the field and simply didn't have it together enough to do any better than 21st at the moto's end.

"I feel like I'm on drugs, the way I'm riding!" Hannah joked with a friend in the pits just before the main, "I think somebody slipped me an *old lady drug.*" It was a bad night.

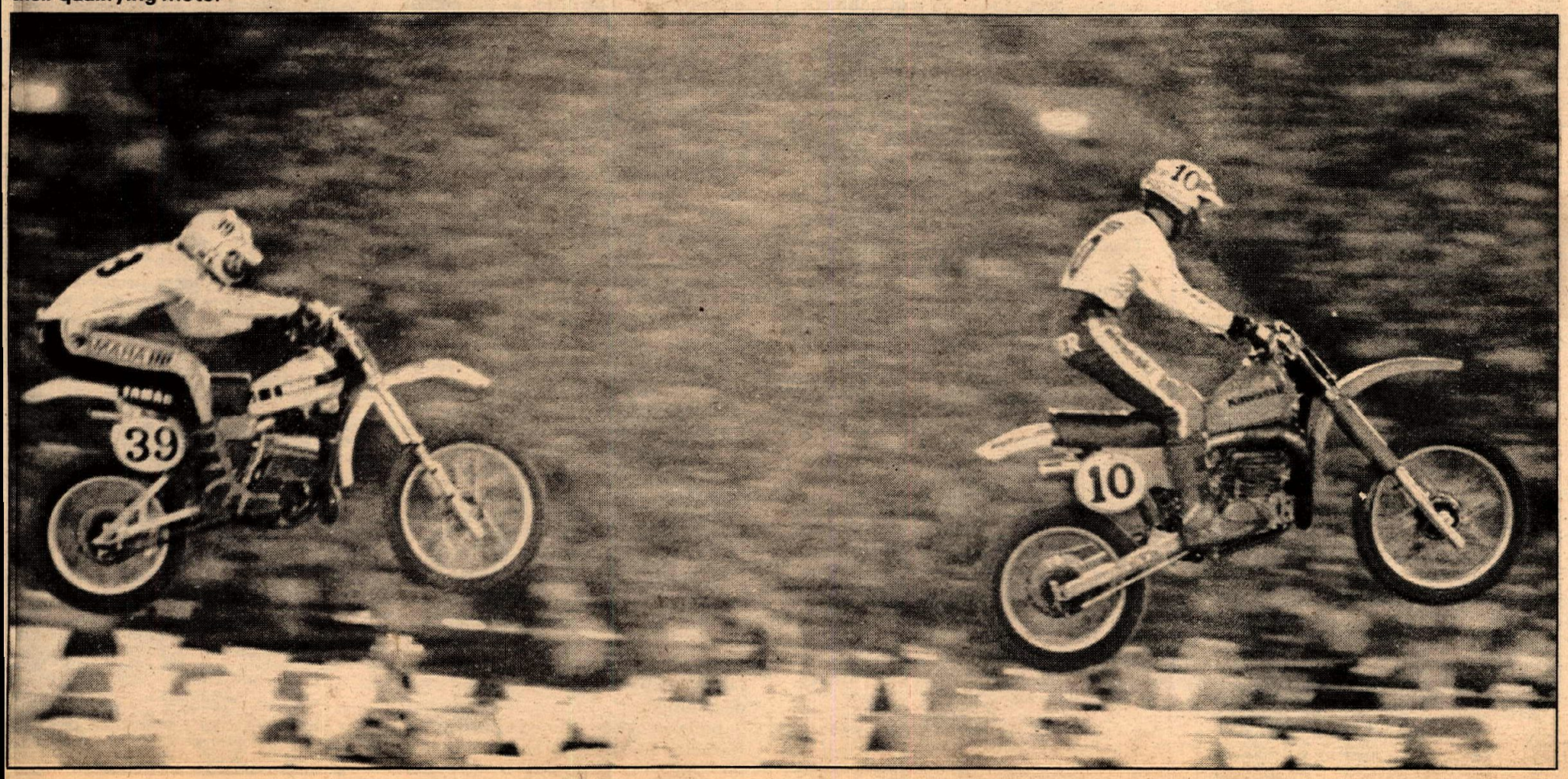
### Qualifiers

Mark Barnett got the jump on the first qualifying moto, looking like a winner from the start with Hannah, Honda's Gary Semics, Can-Am's Rich Eierstedt, and Honda's Hurricane-beater Marty Tripes in tow.

At the end of the opening lap, both Eierstedt and Tripes had gotten around Semics and into places three and four, respectively. A lap later when Hannah bobbled, they each picked up one more position. Tripes pressured Eierstedt and passed him in the latter half of the moto, finishing a safe distance behind the easy winner Barnett. Barnett, Tripes, Eierstedt, Semics and LOP's Mark Gregson transferred to the final event.

Qualifier two saw Barnett's Suzuki teammate Kent Howerton pull exactly the same stunt, leading the race from gatedrop to checkered flag. Down the L.A. Coliseum's long starting chute, Howerton had led Kawasaki's Jimmy Weinert and LOP's Marty Moates. But Moates got around Weinert on the first lap, moving into second place where he'd stay, despite pressure from Weinert, until the end. Weinert held third as Honda's Jimmy Ellis, back in action following knee surgery, moved up from seventh place at the end of lap one to take fourth at the finish. Last transfer spot went to Maico rider Parry Klassen.

Breaking the Suzuki stronghold on wire-to-wire qualifying moto victories in the third race was Kawasaki's Jeff Ward. Ward showed Honda's Steve Wise, Honda's Jim Gibson, Suzuki-mounted Jeff Jennings and DG Performance sponsored John Savitski down the starting straight. As Ward continued to expand his lead, Wise, Gibson and Jennings held their positions. Honda's Warren Reid slipped into the fifth and final transfer spot.

The fourth qualifier proved to be the fastest and most exciting of the evening. It also served as a preview for what was to come in the main event as Yamaha's Mike Bell and Kawasaki's Gaylon Mosier staged a race-long duel with lap times fully second quicker than the other qualifiers. Mosier overtook Bell on the first lap, and when they completed lap one, it appeared that they'd be joined by Suzuki's Darrell Shultz in the race for victory. But Shultz got out of shape and came by with a length of course marker

**(Left) Mark Barnett (30) took his first-ever Supercross victory. (Below) Gaylon Mosier (10) and Mike Bell (39) knocked a full second off the fastest lap times in their qualifying moto.**